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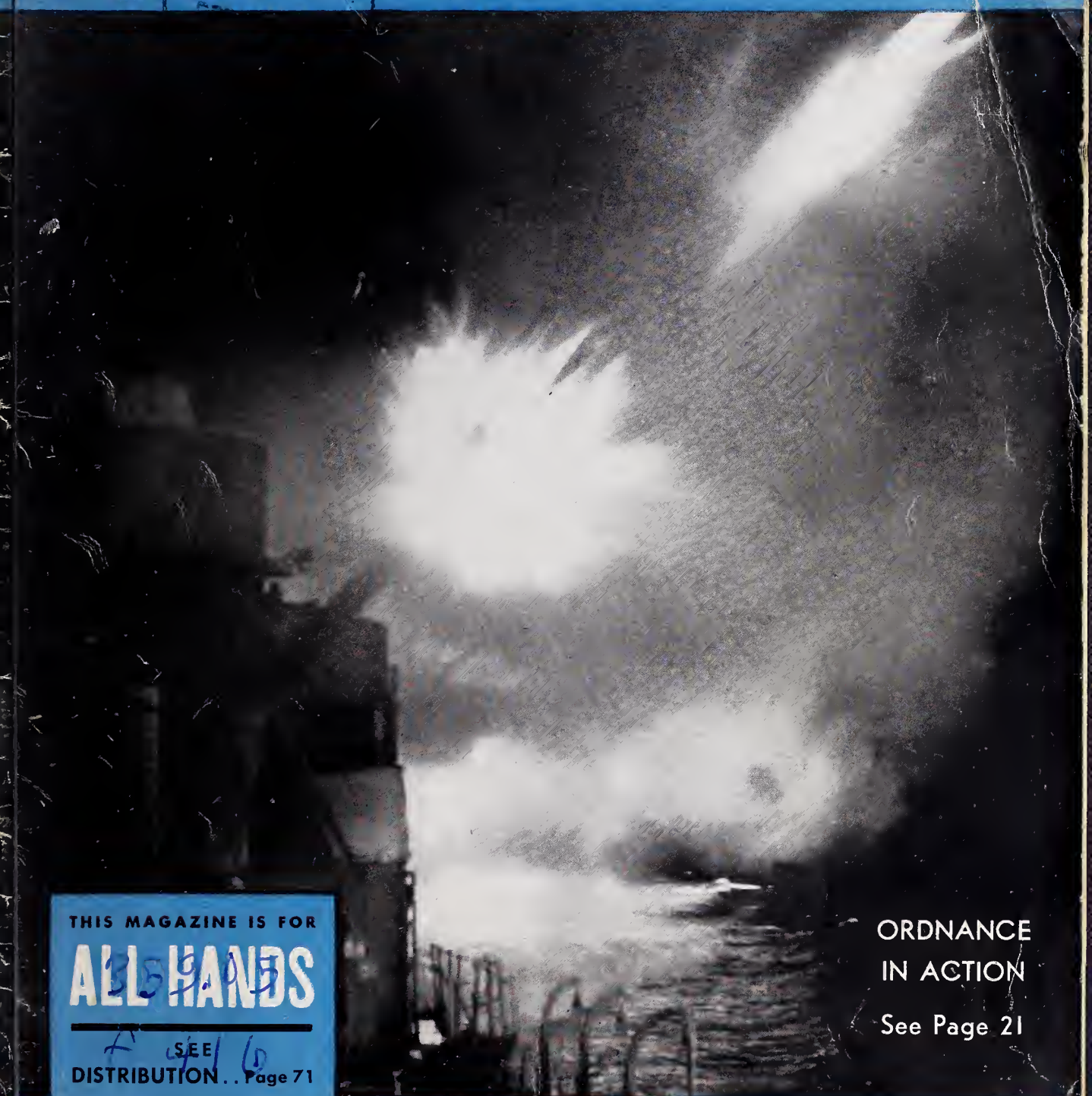
FEBRUARY 1944

NAVAL PERSONNEL

INFORMATION BULLETIN

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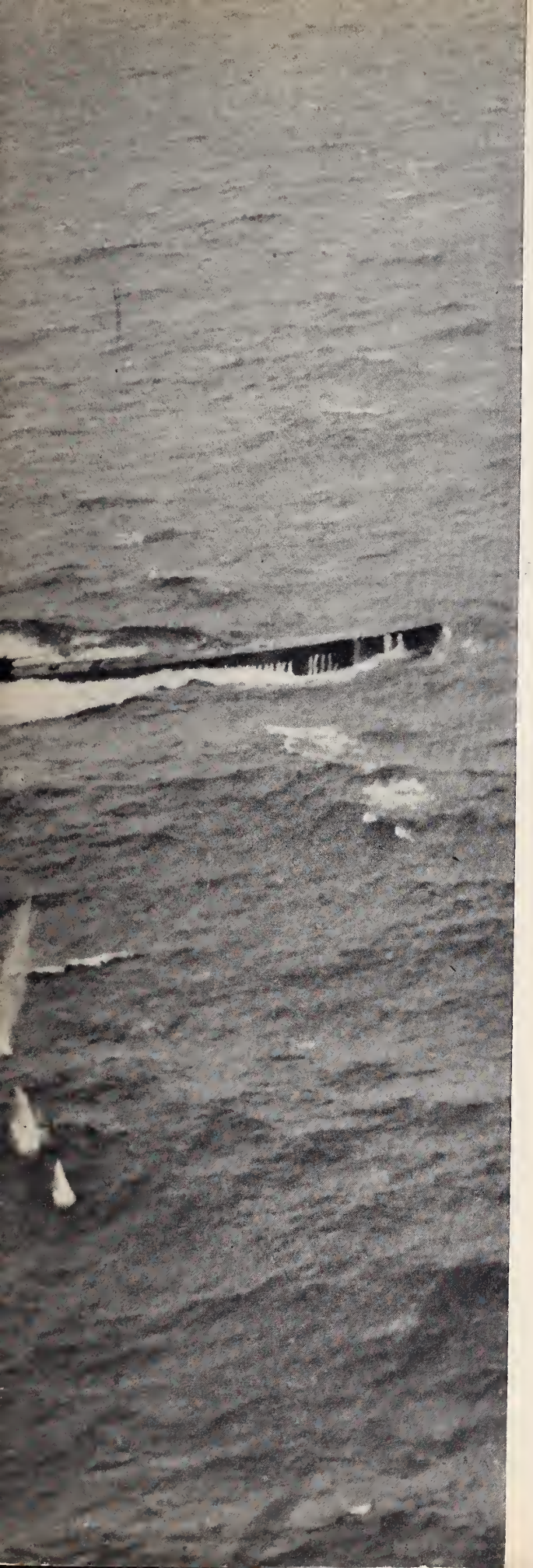
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FEBRUARY 1944 • NUMBER 323

REAR ADMIRAL RANDALL JACOBS, USN
The Chief of Naval Personnel

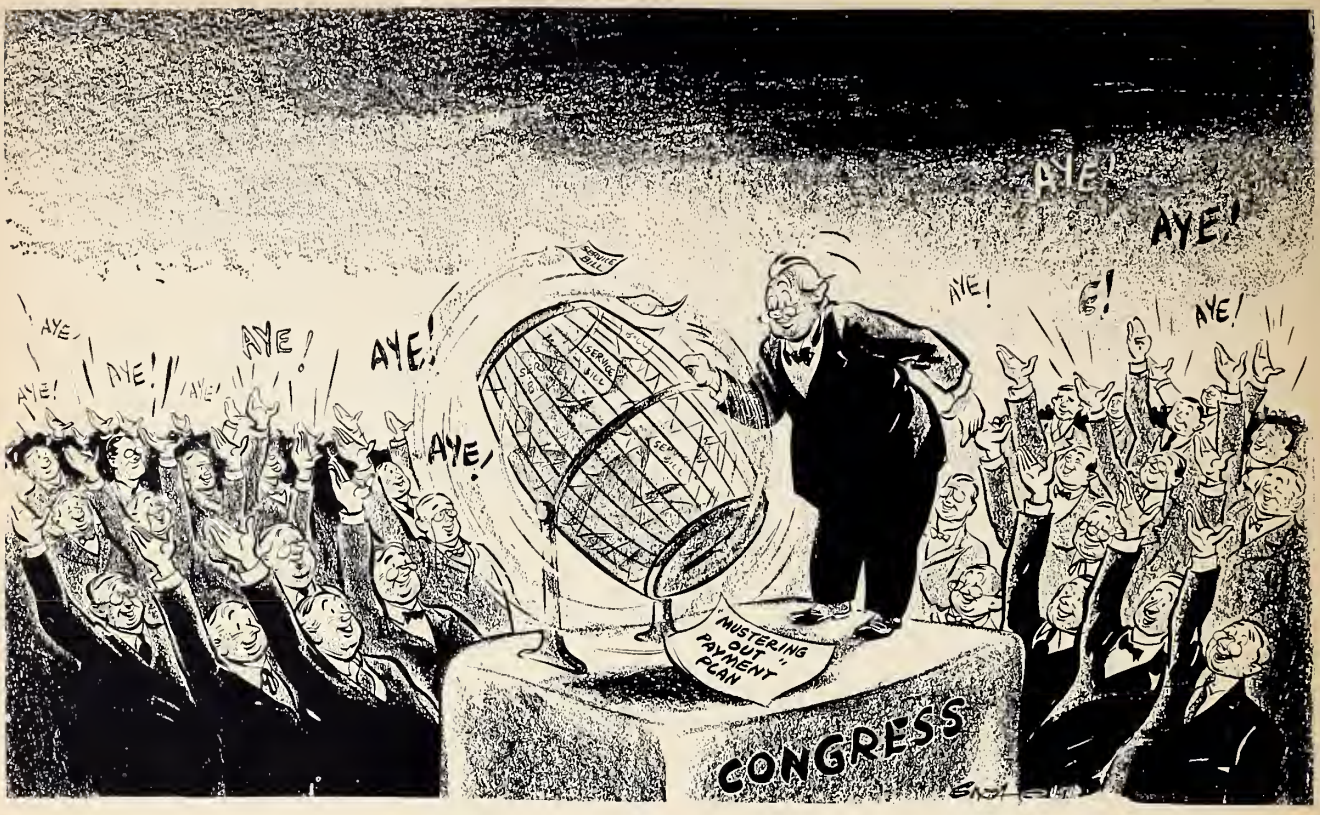
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The Assistant Chief of Naval Personnel

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This magazine is published monthly in Washington, D. C., by the Bureau of Naval Personnel for the information and interest of the Naval Service as a whole. By BuPers Circular Letter 162-43, distribution is to be effected to allow all hands easy access to each issue. All activities should keep the Bureau informed of how many copies are required. All original material herein may be reprinted as desired.

PASS THIS COPY ALONG AFTER YOU HAVE READ IT



Your Rights and Benefits as a Veteran

New Mustering-Out Pay Is Just One of Many Things That Show People at Home Aren't Forgetting You!

When you leave the Navy some day —what rights, benefits and privileges will you have?

There are more than 100 bills on that subject now before Congress. Even as this issue of the INFORMATION BULLETIN goes to press, Senate and House conferees have agreed upon a measure to provide mustering-out pay of from $100 to $300 for servicemen and servicewomen discharged from the armed forces.

Many other provisions for veterans are already on the books. Combined, they go a long way toward answering the natural questions of any serviceman. What happens when you get out? How about getting a job? What'll you use for money? Suppose you don't find a job right away? What if you're disabled? Suppose you want education or training?

So far, slightly more than 1,000,000 men and women have been separated from the services—153,000 from the Navy up to the end of 1943. Currently about eight to nine thousand are being discharged from the Navy each month, the majority via medical survey or because weeded out in the early stages as unsuitable.

Naval personnel who are honorably discharged during this war, or discharged under honorable conditions, will have certain rights and privileges lined up. Among the possibilities are:

1. Your old job back if you want it (under certain conditions).

2. Assistance in getting a new job.

3. Preferential consideration if you wish to work for the government.

4. Vocational rehabilitation and training.

5. Free hospitalization and medical treatment in a Veterans' Administration hospital as long and as often as you need it for service-connected disabilities, and for non-service-connected disabilities if facilities are available.

This article, second of a series dealing with your future, is not published with any idea that the war will be over soon or that it will be anything but a long and tough struggle still to come. The series is intended to answer some of your basic personal questions—in the hope that by relieving your mind of such worries you can devote more of your attention to your main job of fighting the war to help get it over with sooner.

6. A pension for life or as long as the disability continues for a service-connected disability of 10% or more.

7. Retention in the Navy, if you are disabled, and assignment to duty commensurate with your disability.

8. Or help in finding other employment despite that disability.

9. Apprentice training and the chance to learn a trade.

10. Preservation of any unemployment compensation benefits you earned before entering military service.

11. Retirement pay, if you've been in long enough, or the prospect of it if you want to remain in and make the Navy your career.

12. Transportation back home after you're discharged.

13. Continuance of your low-cost National Service Life Insurance (up to five years after date of issuance) or conversion into any of three types.

14. Protection of your private insurance (if you apply while still in active service) by postponement of premium payments until two years after your discharge. Note: back premiums and interest must be made up, though.

15. Other protection under the Soldiers' and Sailors' Civil Relief Act, permitting courts to grant certain reliefs and postponements until six months after your discharge.

Those are some of the possibilities

already provided for. In addition, the bills now before Congress propose quite a few more benefits.

Newest of these, of course, is mustering-out pay, and under the plan agreed upon by the Senate and House conferees and referred to both houses for final vote, the top figure of $300 would go to those who have served outside the continental United States. The sum of $200 would be granted to men on active duty longer than 60 days within the United States, and $100 to those on service 60 days or less. The plan would limit mustering-out pay to personnel with pay of $200 or less monthly.

Besides mustering-out pay, to tide you over that period when you first get out, there are proposals to provide further unemployment benefits . . . to see that you won't lose out on your Old Age and Survivors' Insurance credits for the time you were in service . . . to provide education and training after discharge, with allowances of $50 to $75 a month, or more, while you are learning.

The picture changes constantly as new provisions and new methods are added. Before going into details about each one, let's take up one question. All this may be dandy on paper—but how does it work out?

All isn't 100% perfect as yet. When you come out of the service and your pay and allowances stop, you're not in the mood to appreciate a long delay without income. Yet an American Legion survey showed that veterans' claims were taking, on the average, about three months.

Because of the multiplicity of benefits now available to you, many Federal and other organizations are involved in their administration. This widens your possible benefits, but can be confusing if you don't know just what all your rights are and what to do about them.

The whole process of discharge is both a changing one and one of growing proportions. There has been no discharge procedure which covered every possible angle, bundled all the veteran's rights together in one package and directed him all the way to a speedy readjustment to civilian life. Local communities have not yet had servicemen coming back in large numbers so in most instances haven't developed programs for reabsorbing them into the community.

From many angles, parts of this problem are now being tackled vigorously. For one thing, the main center of servicemen's benefits, the Veterans' Administration, has not been without its own personnel problems. Set up to handle the problems of *returning* servicemen, it ironically suffered from *departing* ones, losing 6,600 of its personnel to Uncle Sam's uniforms. The situation is now being alleviated. The Veterans' Administration has been recognized as a vital cog in the serviceman's welfare by being given top priority, #1, for its personnel. In addition, the President has recommended to Congress that Veterans' departmental staff be increased from 9,270 to 11,263 and its field force from 37,282 to 42,331.

It has also been proposed to Congress that Veterans' Administration personnel be placed in Army and Navy installations to adudicate claims on the spot for men about to be discharged, and to give them advice and assistance on these and allied matters. A move toward this is now being done on an experimental basis at three naval hospitals, under cooperative arrangements between the Navy Department and the Veterans' Administration.

Veterans' Administration is setting up its own staff right in these hospitals for the special purpose of expediting claims of men about to be discharged. By the time the man is discharged, filing of his claim already will have been completed. There is also legislation pending in Congress which would make it possible for the veteran to remain in the naval hospital until his claim has actually been approved.

This program, eliminating much of the delay which could leave a veteran "on his own" without care or income while waiting for his application to be processed, is now under way in the naval hospitals at San Diego, Great Lakes and Norfolk. It has been established for the purpose of developing experience whereby Veterans' Administration can set up similar programs in all naval hospitals, and thereby facilitate the returning serviceman's adjustment to civilian life with a minimum of delay and financial difficulty. The Navy will also cooperate by furnishing with the utmost speed needed information for processing claims.

In addition, the Bureau of Naval Personnel is also working with the Veterans' Employment Service. This cooperation, initiated at BuPers' suggestion, was one year old on 5 January 1944. A current phase of interest to all future Navy veterans concerns the development of employment opportunities for returning servicemen.

Beginning 24 January of this year there is being established in seven cities—New Haven, Philadelphia, St. Louis, Houston, Denver, Los Angeles and Minneapolis—a special service for veterans operated by the Veterans' Employment Service, as part of the United States Employment Service.

The plan is to provide a complete counseling service for veterans; to concentrate in these offices all information concerning employment available in their areas; to aid the veteran on such matters as his reemployment rights, disability claims, vocational training and rehabilitation, and job



How About That Postwar Job? Here Are Some Instances Where Veterans Get Top Priority

Some of the plans for developing employment opportunities for returning servicemen are discussed in the accompanying article; but here are a few examples of how preference in employment is already being given to servicemen, as reported by the Veterans' Employment Service, a special division of the countrywide United States Employment Service.

NEW YORK. Closing its employment lists for hourly workers to all except veterans of this war, a Long Island aircraft corporation now employs as replacements are necessary only discharged members of the armed forces who are classified 1-C and who can pass the necessary mechanical aptitude tests. Twenty men have already been hired on this basis.

GEORGIA. The President of a large company recently informed the Veterans' Employment Representative, "If I don't have jobs for returned veterans, I expect to create jobs for them, and I am encouraging every employer I know to do likewise."

INDIANA. The Zone Manager of one of the nation's largest automobile manufacturing concerns, with branches in 19 Indiana cities, indicated that there would by openings for veterans in each.

LOUISIANA. To assure full employment opportunities for physically handicapped veterans, a two-day training session brought together 42 U. S. Employment Service interviewers and local Veterants' Employment Representatives; the program is being extended to all local office personnel.

MASSACHUSETTS. Appointment of a special Civil Service Commission representative to coordinate veterans' civil-service activities has already facilitated the referral of veterans to government jobs. At the request of War Shipping Administration, approximately 100 veterans were recruited for a training class for WSA positions.

MICHIGAN. The U. S. Employment Service for Michigan has employed a number of veterans to be trained as local Veterans' Employment representatives.

OREGON. At a meeting of the Portland Apprentice Council, it was agreed that returning disabled veterans be given first choice on all apprentice openings.

TEXAS. The employment manager of the Fort Worth branch of one of the nation's largest aircraft companies is hiring all veterans who can pass the physical examination. The examination is not rigid and many returned veterans are finding employment with the company.

MICHIGAN. Employment manager of one of the world's largest and most famous plants: "Through proper planning and individual job-requirement policies, we shall be able to absorb our veterans in postwar jobs." Of veterans with disabilities, he added: "The handicapped worker often proves to be the most valued employee in the department. It is a matter of good business practice to enable our handicapped veterans to earn a good income."

CALIFORNIA. "Honorably discharged veterans of the present war have first call for government positions," announces the Regional Director for the 12th U. S. Civil Service Region.

MASSACHUSETTS. Placements of veterans in one month: 1,667.

MISSOURI. Placements of veterans in one month: 1,358.

CALIFORNIA. Veterans will be admitted into trade unions in the state free of charge and with full membership rights and privileges.

FLORIDA. Officials of an aircraft plant have made arrangements for an in-plant training program for disabled veterans. Estimated enrollment: 200 veterans, to be trained in trades connected with the industry, such as jig-making, pattern-making, general wood working, and as machinists. Veterans need not remain with the firm after learning their trades and will be paid at the same rate as other apprentices and helpers.

VERMONT. Arrangements have been made with the Personnel Officer of one of the nation's leading aircraft companies whereby the veteran status of every veteran who applies for work will be flagged on the company's application form. The Veterans' Employment Representative believes that every veteran who applies for work with the firm will be hired. The company ultimately expects to employ 5,000 persons.

In addition to the above, intensive test programs are now being worked out in seven cities under the direction of Veterans' Employment Service, and other cities are developing plans of their own (example: the "Birmingham plan"). Further details are contained in the accompanying article.

opportunities; and to work out a thoroughgoing plan of cooperation both with the agencies concerned and with all local groups.

All veterans on their first visit to these offices will be routed immediately to personnel specially designated to give service to veterans. Those desiring immediate placement will see the veterans' placement specialist; those desiring assistance in obtaining reemployment in their former jobs will be aided by Selective Service representatives; others will be served by the counseling section.

The counseling service will assist veterans, on request, in making an occupational choice; analyze information provided by the Navy as to their training and experience while in service, and supply information on local job requirements and opportunities. The counselors will have information also on employment in other areas.

Representatives of local employers and labor officials will work with the placement specialists and the counselor for the physically handicapped on employer problems related to the placement of veterans.

By trying out the program in seven cities of different sizes and problems, the Veterans' Employment Division will develop means for full utilization of all known employment possibilities.

The Navy is facilitating arrangements for veterans in naval hospitals by having representatives of the United States Employment Service interview the men and take their work applications prior to discharge. They will secure information on the man's training and experience, the kind of work he would like to get into, and the town or section in which he wants that work. This information will be forwarded to the local U.S.E.S. office in the section selected, which can start immediately to explore employment possibilities for the man.

Through cooperation with U.S.E.S. and its Veterans' Employment Service, and by the proposed set-up of Veterans' Administration representatives at naval establishments, the Navy hopes to expedite both the processing of claims and the speedy employment of returning naval personnel. The programs will be widened as information and experience are developed, and should do much to diminish the difficulties for those returning from war.

In cooperating actively with these programs, the Navy is not only looking after the interests of naval personnel now being discharged, but also looking ahead with due foresight to demobilization on a "when, as and if" basis. Regardless of when demobilization comes—and nobody sees it as anything in the near future—the planning has to be done now. Moreover, demobilization on a small scale is always going on during war as men are constantly discharged, and the lessons learned now will help in solving the more sizeable problems that will eventually

come with large-scale demobilization.

Several cities are already taking the initiative on their own in providing for reemployment of service personnel, a notable example being the so-called "Birmingham Plan."

In the belief that every man discharged from service is entitled to all possible consideration and help, the Birmingham Plan puts him in immediate touch with top executives of leading companies and industries there.

A committee of 60 leading businessmen has been formed and one of them is at the interview desk in the Chamber of Commerce every afternoon. The discharged serviceman tells the interviewer about his experience and background in the Navy and the kind of work he wants to get into. He can indicate the company or companies he is interested in which afford the type of employment he seeks. The interviewer puts him in direct touch with the President or some other top executive of the company he selects.

Looking forward to the day when the present trickle of returning servicemen becomes a flood, Birmingham is making provision for additional interviewers and facilities, so that individual attention can be given each man and employment opportunities quickly found to make him a part of the community again.

Immediately following announcement of the plan, the Birmingham Chamber of Commerce had requests from Chambers of Commerce or Boards of Trade in 35 other cities asking for details of the proposed program.

Plans and programs such as these, plus many others now being considered or in process of legislation, add up to a constantly changing picture for veterans of this war but one whose changes are toward (1) a widening of possible benefits, and (2) a streamlining of procedures to make those benefits attainable quickly and efficiently.

From your own angle as a future veteran of the war, it is desirable that you know as much as possible of what your actual rights and benefits are. Pages 6 and 7 spread them out for a quick view. A fuller description of your main rights and benefits follows:

DISCHARGE. To begin with, there are three kinds of certificates now being issued to personnel discharged from the Navy and Naval Reserve: (1) Honorable Discharge; (2) Certificate of discharge under honorable conditions, or (3) Certificate of Unfavorable Discharge. (Under the latter come such types of discharge as the Bad Conduct Discharge and the Dishonorable Discharge.)

Most rights and benefits available to veterans usually bear a qualifying phrase as "for veterans honorably discharged," "for veterans discharged under honorable conditions," "for veterans not dishonorably discharged," or "for veterans discharged upon satisfactory completion of their service."

The Honorable Discharge is awarded to enlisted personnel in three instances: (a) upon expiration of enlistment; (b) to those discharged for disability incurred in the line of duty and not the result of their own misconduct (high marks in proficiency in rating and conduct must have been maintained in both instances (a) and (b) above); and (c) to those discharged for disability incurred in the line of duty and resulting from action against the enemy, and not the result of own misconduct, regardless of conduct and proficiency marks.

The certificate of discharge under honorable conditions was only recently renamed so, originally being called certificate of discharge (ordinary), issued under satisfactory conditions.

The holder of an Honorable Discharge is entitled to wear both the Honorable Discharge button and the Honorable Service lapel button; the holder of a discharge under honorable conditions (character: Good) rates the Honorable Service lapel button.

EMPLOYMENT. Probably your main concern after your discharge will be getting a job. There are several provisions of interest to you.

1. YOUR OLD JOB. If you had a job before you went to war, and if you entered upon active service after 1 May 1940, you are entitled to all the reemployment benefits provided in the Selective Training and Service Act.

The qualifications are brief and simple. The position you left must have been other than a temporary one; you must receive a certificate showing that you satisfactorily completed your armed service; you must still be qualified to perform the duties of the position; and you must make application for reemployment within 40 days of your discharge.

If you meet those conditions, the law says that your employer shall restore you "to such position or to a position of like seniority, status and pay unless the employer's circumstances make it impossible or unreasonable to do so."

Selective Service has established a Reemployment Division to help implement the provisions of the law, with Committeemen attached to your local board to advise you on your rights. Should it come down to hard cases, the U. S. District Attorney will look after your interest for free.

If you worked for the Federal government instead of for a private employer, you have the same rights of reemployment under the law.

2. A NEW JOB. Employment assistance is available to returning servicemen through the United States Employment Service, which has offices all over the country. U.S.E.S. has a special service for veterans—Veterans' Employment Service—which functions in each local office. Veterans are registered in these local offices on special cards, and special service is provided for them through State and local veterans' representatives, who will also advise and assist members of the families of veterans who are in search of



YOUR RIGHTS AND BENEFITS

MUSTERING-OUT PAY

On 26 January 1944 Congress approved and sent to the President for signature a mustering-out pay bill for personnel discharge from the armed services: $300 to those who served outside the U. S., $200 for more than 60 days within the U. S., and $100 for 60 days or less within the U. S., limited to personnel with pay of $200 or less monthly.

YOUR OLD JOB

If you left a position (other than temporary) in private employ, you are entitled by law to be restored to it or to one of like seniority, status and pay unless the employer's circumstances make it impossible or unreasonable to do so. You must (1) complete naval service satisfactorily, (2) still be qualified for the job, and (3) apply within 40 days of discharge. Similar rights are guaranteed former Government employees.

A NEW JOB

Help in getting a job is available to you through the special Veterans' Employment Service maintained by the United States Employment Service (War Manpower Commission); also through State and local veterans' representatives. Latter also advise and assist members of veterans' families seeking work. Go to the nearest office of the United States Employment Service.

APPRENTICE TRAINING

Virtually all of the 30,027 apprentice training programs in the U. S. extend opportunities to returning veterans: a steady job, training for advancement, lifting of age restrictions and other limitations. Information as to specific programs and opportunities may be obtained through your nearest United States Employment Service office.

★ VOCATIONAL AID

1. SERVICE-CONNECTED DISABILITY. Vocational training to fit disabled veterans for jobs is available through the Veterans' Administration to those honorably discharged, whose disability is or would be pensionable, and who need such training. During training, pension is payable at rate of $80 monthly if single, $90 if married, plus $5 per dependent child, $10 per dependent parent.

VOCATIONAL AID

2. NON - SERVICE - CONNECTED DISABILITY. Veterans whose disability is (a) not incurred in line of duty, or (b) not pensionable, or (c) incurred AFTER discharge from the service, may obtain medical aid, hospital treatment, and vocational training and rehabilitation through State agencies. Apply through your State Board of Vocational Education or the nearest United States Employment Service office.

HOMES FOR DISABLED

Homes are provided where veterans may live and receive care if (1) honorably discharged for disability in line of duty, or (2) pensioned and (a) permanently disabled, (b) incapacitated from earning a living, and (c) without adequate means of support. Also available to any veteran not dishonorably discharged who is (a) unable to defray expense, (b) suffering from chronic disability likely to prevent his earning a living.

★ AIDS SUPPLIED

Artificial limbs, braces, hearing devices, etc., can be supplied or repaired in cases of service-connected disability; also, under certain limited conditions, toilet articles, tobacco, cigarettes, stationery, postage, barber services and personal clothing. Arrangements can be made during medical or hospital treatment by Veterans' Administration representative.

SICK TRAVEL

Transportation with incidental expenses may be supplied by the Government for out-patient examination or treatment (unless examinee lives in vicinity); for hospital treatment for service-connected conditions (if disciplinary record is clear) and for non-service-connected condition (if applicant unable to defray cost). Prior authority from the Veterans' Administration is necessary.

RETIREMENT PAY

Benefits of retired and retainer pay are of interest to naval personnel who may wish to make the Navy their career. In general, long service or physical disability are among the requirements, but the conditions, provisions and extent of such benefits are covered by many different statutes and provisions, and do not lend themselves to brief summary.

EDUCATION

(a) If taking correspondence course of the U. S. Armed Forces Institute, you may continue with any course under way at time of discharge; (b) you can apply for school and college credit for your off-duty education and your regular Navy training and experience (as well as to present to a prospective employer); (c) proposals for educational opportunities after your discharge are now before Congress.

TRANSPORTATION

In general, OFFICERS and NURSES get mileage to place from which ordered to active duty; ENLISTED PERSONNEL (unless discharged for punishment or own convenience) get 5¢ per mile to where enlisted, or local board. Transportation of dependents and household goods *may* be provided (from petty officer, second class, up) for regular Navy, Naval Reserve (including WR) and retired personnel of regular Navy.

THE BENEFITS SHOWN HERE ARE THOSE AVAILABLE AS OF 26 JANUARY 1944

AS A VETERAN OF THIS WAR

A GOVERNMENT JOB

By law, veterans are given preferance in appointment to positions in the Federal service; 5 points are added to their examination ratings, 10 points if they are disabled and entitled to compensation. In certain cases, wives of injured veterans may be qualified in their stead. If you apply for a government job, file Civil Service Commission Preference Form 14, and proof of honorable discharge.

★ JOBS FOR DISABLED

There is a reemployment program for honorably discharged naval personnel disabled in line of duty. If disabled, you will be interviewed prior to your discharge by representatives of U. S. Employment Service, who can assist you in securing employment in naval shore establishments or private industry. Civil Service physical standards are being lowered to help qualify many disabled men for employment.

★ SERVICE IN NAVY

By law, enlisted men of the regular Navy and Naval Reserve, disabled in line of duty, may be retained for the convenience of the government and assigned to duty commensurate with their physical disabilities. Retention and assignment to duty, wherever possible, are handled under provisions of directives issued by the Navy Department.

IF UNEMPLOYED

All but three states have adopted some method of assuring benefit rights to covered workers who complete military service. Provisions vary greatly from state to state, but general idea is to provide benefit rights equivalent to those you had before entering military service. Information as to your state can be obtained through the nearest office of the United States Employment Service.

HOSPITALIZATION

Hospital treatment for SERVICE-CONNECTED disease or injury is available through the Veterans' Administration to any man honorably discharged from this war. Treatment for NON - SERVICE - CONNECTED conditions is available if (a) applicant has not been dishonorably discharged, (b) a bed is available, and (c) he is financially unable to supply the necessary treatment himself.

★ OUT-PATIENT CARE

Veterans suffering from conditions which are service-connected but which do not require hospitalization can be provided medical care at a Veterans' Administration facility, or in their home, if they are unable to travel. Apply to nearest Veterans' Administration station (or through organizations which cooperate in extending authorized services to veterans).

★ DISABILITY PENSION

Rates range from $10 per month for 10 percent disability to $100 per month for total disability; certain special and extensive disabilities permit payment of pension up to $250 a month. Disability must be in line of duty, and without misconduct, and veterans must have been separated from active service under honorable conditions. Apply through Veterans' Administration.

INSURANCE (GOV'T)

Your National Service Life Insurance will still be a valuable asset after your discharge. You may continue it on the level-premium plan for 5 years after its effective date, or, after you have had it a year, convert to Ordinary, 20-Payment or 30-Payment Life. If lapsed, it may even be reinstated under certain conditions; write direct to Veterans' Administration, Washington 25, D. C.

INSURANCE (PRIVATE)

You can, upon application while in active service, postpone payment of premiums for most private insurance until 2 years after your discharge; back premiums, with interest, must be made up, but you are protected against lapse. Apply on Veterans' Administration Form 380, sending original to your insurance company and copy to Veterans' Administration, Washington 25, D. C.

INCOME TAX

By the Civil Relief Act (right), payment of your income tax may be postponed, upon proper application, to 6 months following discharge. In addition, "forgiveness" provisions of 1942 tax and increased exemptions for servicemen in 1943 probably leave little Federal tax hanging over most servicemen. If relief is needed, apply to Collector of Internal Revenue, Treasury Department.

CIVIL RELIEF ACT

In general, dependent upon proven impairment of your ability to pay, the Soldiers' and Sailors' Civil Relief Act protects servicemen up to 6 months after discharge by making it possible for the courts to suspend enforcement of certain civil liabilities during that time: lawsuits, judgments, taxes, etc. Legal counsel, without charge, is available to servicemen through State Chairmen of the American Bar Association.

PROPOSED BENEFITS

More than 100 bills dealing with veterans have been introduced into the 78th Congress. Proposed are measures to extend benefits of the Social Security Act to veterans, and provide for credit toward their Old Age and Survivors' Insurance . . . to provide postwar education and training, with tuition, fees, and a monthly allowance paid by the Government. Additional bills deal with insurance, retirement pay, employment, etc.

★ SPECIAL BENEFITS FOR PERSONNEL DISABLED IN LINE OF DUTY

Families of Personnel Killed In War Get Swift Financial Aid

The above headline which appeared recently in a Washington (D. C.) newspaper should be of interest to all hands. Your own rights and benefits as a veteran are dealt with in the adjoining article. However, every man in the Navy and subject to the dangers of war has a right to know and take what comfort he may in the fact that his family and dependents are protected by certain benefits. The following is not intended as an explanation of those benefits, but rather as a guide to expedite approval and payment.

SIX MONTHS' DEATH GRATUITY—An amount equal to six times the monthly pay at time of death will be paid to the widow; if no widow, to the children; if no widow or child, to a designated dependent relative. If none, it may be paid to a dependent grandparent, parent, brother or sister. Immediately after notification to next of kin of the death of a serviceman, the Bureau of Naval Personnel, Navy Department, Washington 25, D. C., sends claim blanks for the gratuity to the person designated to receive it. If no beneficiary has been designated, blank is mailed only upon request by a qualified relative.

ARREARS OF PAY—Settlement of any pay accounts remaining due and unpaid, including any savings on deposit with the Paymaster, will be made by the Claims Division, General Accounting Office, Washington, D. C. The proper form upon which to file claim is forwarded to the nearest surviving kin by the Bureau of Naval Personnel without request.

GOVERNMENT INSURANCE—Both U. S. Government Life Insurance and National Service Life Insurance records are maintained by the Veterans' Administration .The Navy Department promptly notifies the Veterans' Administration of the death of naval personnel; if any form of government insurance was carried, the Veterans' Administration will forward to the beneficiary of the policy the necessary blanks upon which to file demand for payment. All inquiries should therefore be addressed to the U. S. Veterans' Administration, Washington 25, D. C.

PENSION—The payment of pensions is handled by the Dependents' Claims Service, U. S. Veterans' Administration, Washington 25, D. C. Claims or inquiries on pension payments should be filed with that office.

SOCIAL SECURITY BENEFITS — In event the serviceman had an insured status with the Federal Social Security Board, by virtue of previous civilian employment, the next of kin should make application for benefits to the nearest Social Security Board field office.

CERTIFICATE OF DEATH—If required in connection with payment of commercial insurance or settlement of an estate, a copy of the official certificate of death may be secured, upon written request, from the Bureau of Medicine and Surgery, Navy Department, Washington 25, D. C. The full name, rate and service number should be furnished, with date and place of birth.

NAVY ALLOTMENTS — All allotments and family allowances are discontinued upon report of death of naval personnel.

PERSONAL EFFECTS — Personal effects left in the custody of the naval authorities will be inventoried and forwarded, via first available government conveyance, to the next of kin.

BURIAL—For the duration of the war, the remains of naval personnel will be interred locally, when death occurs outside the U. S. and when transportation by sea is involved. At the termination of hostilities every effort will be made to return such bodies if next of kin so requests.

GENERAL—Time is needed to assemble the necessary data to effect payments. Reports from outlying activities may be delayed by war. Claims will be expedited if all inquiries contain the serviceman's full name, rating or rank, and service or file number.

The employment of an attorney or agent to prosecute claims is entirely unnecessary. Many voluntary agencies are available for advice and assistance, including the local chapters of the Navy Relief Society and the American Red Cross, public and private welfare agencies, and such service organizations as the American Legion, Veterans of Foreign Wars, etc.

work. The expansion of the U.S.E.S. Veterans' Employment Service, now being experimented with in seven cities, as described earlier, will lead to quicker and more thorough service for the veteran as it is extended and as more organizations tie in with it.

3. A GOVERNMENT JOB. In addition to getting your job back if you worked for the Government, you are given special preference by the Civil Service Commission in case you didn't work for the government before but would like to after your discharge. The Commission, in rating examinations for civil-service positions, gives veterans 5 points in addition to their earned ratings, so that you need make only 65 earned points to attain the minimum rating of 70 required for placement on the eligible list. If you have a service-connected disability, this preference is increased to 10 points.

Certain limitations as to age, residence, and many of the physical requirements for positions are removed for veterans, whose wives are also entitled to preference if the veteran himself is entitled to it but is physically disqualified for examinations along the lines of his accustomed livelihood. When it is necessary to effect reductions in force, the veteran shall not be discharged or reduced in rank or salary if his record is good or if his efficiency rating is equal to that of any employee in competition with him who is retained.

4. JOBS FOR DISABLED. The Navy Department, in conjunction with the Civil Service Commission and the Veterans' Employment Division of U.S.E.S., has established a reemployment program for honorably discharged naval personnel. The program provides that all naval personnel disabled in line of duty will be interviewed prior to discharge by representatives of U.S.E.S. Because of the nationwide scope of U.S.E.S., employment opportunities are not necessarily confined to the place of discharge or home address of the individual. Also, to provide work for disabled men in naval shore activities, civil service physical standards are being lowered to permit qualification of many men.

5. RETENTION IN NAVAL SERVICE. By Public Law 337 (77th Congress), enlisted men of the regular Navy and Naval Reserve who have become disabled for general service by conditions originating in line of duty, which under peacetime conditions would lead to their separation from the servic, may be retained for the convenience of the government and assigned to duty commnsurate with their disability.

6. APPRENTICE TRAINING. Virtually all of the 30,207 apprentice training programs in the United States extend opportunities to returning veterans. Through this apprenticeship program being sponsored and coordinated by the Apprentice-Training Service of the War Manpower Commission, war vet-

erans may be employed as apprentices and paid as they learn, not only getting a steady job but an assurance of training which prepares them for advancement. Age restrictions and other limitations are lifted in many cases.

7. UNEMPLOYMENT COMPENSATION. By the end of the 1943 legislative sessions, all but three states had adopted some method of assuring benefit rights to covered workers who have completed a period of military training. In general, the idea is to "freeze" such unemployment rights as you may have accrued before you entered the armed forces. Benefit rights are usually accumulated during a twelve-month "base priod" and, unless drawn upon during the ensuing "benefit year," expire.

The legislation freezes any benefit rights you had before you went away. These credits may be drawn upon in the event you encounter a period of unemployment when you return.

8. AGRICULTURAL OPPORTUNITIES. Plans are under consideration for extending unemployment and financial assistance to the returning serviceman who wants to go into farming rather than industry. Among the proposals now before Congress is one to make those honorably discharged from military service eligible for tenant purchase loans and to authorize the necessary increased appropriations from which such loans would be made.

VOCATIONAL REHABILITATION, to restore the employability of men whose disability would otherwise handicap them, is available to disabled naval personnel, both for service-connected disability and non-service-connected, under various programs worked out by the Navy, the Veterans' Administration, and the Federal Security Agency.

Service-Connected. Through the Veterans' Administration, vocational training is available to those honorably discharged from this war who have disability incurred in or aggravated by such service for which pension is either payable under laws administered by the Veterans' Administration or would be but for their receipt of retirement pay, and who are in need of vocational training to overcome the handicap of their disability. During this training, pension is payable at the rate of $80 per month to a single man and $90 per month to a married man, with an added allotment of $5 per month for each dependent child and $10 for each dependent parent.

In addition, the Navy has a broad rehabilitation program of its own, which includes help in obtaining employment, educational services, therapeutic rehabilitation and a number of other measures. In the employment phase of the program the Navy follows a policy of utilizing personnel disabled in the line of duty for limited duty ashore where possible, and channeling enlisted men about to be discharged for physical disability into civilian work in naval shore activities. The Educational Services Program is being made available to disabled personnel who are still in the service, with classes in several hospitals on various subjects of instruction. In the therapeutic rehabilitation program, patients are retained in a naval hospital with the view to their physical restoration. If the disability is permanent in character or requires further treatment, patients will be discharged and transferred to Veterans' Administration facilities, where the program described in the preceding paragraph will be available to them.



Non - service - connected. Vocational rehabilitation and training is also available to men who acquire disabilities not incurred in line of duty or even during military or naval service, and who are therefore not eligible for disability pensions or for vocational rehabilitation by Veterans' Administration. These men can get aid by applying to their State Board of Vocational Education, Rehabilitation Division. The Board will send an agent to get specific information, and to find out what treatment the man may need. They will also determine what he may need in the way of vocational training, and arrange for this at an available trade school, vocational school or other institution. The Federal Government pays half the cost through the Federal Security Agency; states do the rest.

MEDICAL AID. This is available to returning veterans in many forms, with the Veterans' Administration authorized to furnish care and treatment, under conditions and regulations of law, to persons who have served in the armed services and who need it.

1. HOSPITALIZATION. Hospital treatment can be supplied for a condition that is service-connected for any honorably discharged serviceman. Hospital treatment for a non-service-connected condition requiring such treatment can be provided if (a) applicant has not been dishonorably discharged from his last service, (b) a bed is available, and (c) he states under oath that he is financially unable to supply himself with the necessary hospital treatment.

2. OUT-PATIENT TREATMENT. Veterans suffering from conditions which are service-connected, but which do not require hospitalization, can be provided medical care which is designated "out-patient treatment," at a facility or regional office of the Veterans' Administration, or in their home if they are unable to travel to a field station of the Veterans' Administration.

3. DOMICILIARY CARE. A number of homes are maintained where former members of the armed forces may live and receive care. A veteran is eligible if he has not been dishonorably discharged from his last period of war service and is unable to defray the expenses of such care; or is suffering from a disability, disease or defect that incapacitates him from earning a living for some time in the future. Application for domiciliary care should be made to the manager of the nearest Veterans' Administration station. Transportation to the station may be paid on original admission when so authorized. Twelve homes for men and three for women are maintained.

4. APPLIANCES FURNISHED. Artificial limbs, braces, hearing devices, etc., can be supplied or repaired when the need is determined by the Veterans' Administration, as part of medical treatment, in cases where the disability is service-connected or associated with another disease or injury necessitating them.

5. TRANSPORTATION. (a) In out-patient physical examination for monetary benefits or in out-patient treatment, transportation with incidental expenses may be supplied by the Government, except when the veteran lives in the city or vicinity where the ex-

(Continued on Page 47)

AMPHIBS TO FORE IN '44

80,000 LCs Planned as WPB Gives Schedule Highest War Priority; Personnel to Expand

THE AMPHIBS STRIKE . .



At Guadalcanal . . .



North Africa . . .



Attu . . .



Rendova . . .

Foreshadowing future amphibious operations of great size and importance, the Navy will expand its present landing-craft fleet of 20,000 to a vast armada of 80,000 units, it was disclosed recently by Rear Admiral Edward L. Cochrane, USN, chief of the Bureau of Ships.

At the same time expansion of amphibian personnel, already proceeding at a rapid clip, will mount accordingly, with future officers and crews for landing craft pouring into Amphibious Training Bases from such sources as midshipmen's schools, V-7, V-12, Diesel schools, and boot camps and specialists' schools throughout the country, as well as from the ranks of officers back from combat areas.

About 25% of the Navy's ship construction funds for 1944 will be spent for landing craft. Cooperating with the Navy's program, the War Production Board has given top priority to the construction of landing craft. Producers of steel plates and sheets used in such craft have been asked for a record-breaking output during the first months of this year.

Admiral Cochrane revealed that 20,000 landing craft, ranging from the 450-foot dock ship to the amphibian tractor (alligator) have been produced, at a cost of $1,500,000,000, exclusive of ordnance. Some 25,000 additional craft are on order, authorization is pending for 20,000 more, and construction of about 15,000 miscellaneous small craft, rubber boats, rafts, etc., is planned. This would give the Navy a landing craft fleet of 80,000 units.

Admiral Cochrane also revealed that production of "alligators", amphibious troop-carrying tractors, will be stepped up as a result of the lessons learned in the Gilbert Islands invasion. When the coral reefs surrounding Tarawa prevented ordinary landing barges from reaching the beaches, the "alligators" rode over the barriers and brought marine reinforcements, he said.

"If it hadn't been for amphibious tractors," Admiral Cochrane said, "it would have been far worse. Those 'alligators' can take swamps, rivers and anything else in their stride."

Some of the new "alligators", he said, are designed to carry cargo as well as troops ashore from transports and up on the beaches. Others will have gun turrets and field howitzers to cover landings with gunfire.

At present the Navy is building about 15 distinct types of landing craft (INFORMATION BULLETIN, Nov. 1943). On 1 December, 67 shipyards and plants were constructing the craft, and Admiral Cochrane predicted that eventually the work will be spread among 20,000 to 30,000 subcontractors.

"The tremendous numbers and varieties of landing craft," Admiral Cochrane said, "are required to cover the various conditions under which the war is being fought around the world. Each type has its special use. A few of these are the results of pre-war developments, but the majority of the different types had to be specially developed to meet the demands of the rapidly changing situations in World War II."

Hand in hand with the building job goes another job of comparable magnitude—manning the new craft with naval personnel, training officers and men in the techniques and tricks of amphibious warfare, building the huge striking force that will carry the amphib banners on their greatest assignment to date, the assault upon Germany's "Fortress Europa" and the blows against Japan that will carry out the war aims agreed upon at the Cairo conference.



Sicily . . .



Kiska . . .



Official U. S. Navy photographs

New Guinea . . .



Officers for the expanded amphib program will come from many sources. Some of them will be officer personnel who, as junior officers aboard landing craft, have already had experience in European and Asiatic operations, and who are rated as competent, upon further training, to assume command of their own landing craft. Many of the officers will be former warrants of long experience; they will be given opportunities for amphib training and, if able to demonstrate their capabilities, will be given opportunities to command and a commensurate increase in rank.

Perhaps the largest source of new officers will be the midshipmen's schools —Columbia, Notre Dame, Northwestern—which will send most of their qualified graduates to one or another of the amphib bases. Practically all of these will be from the ranks of V-7. Beginning this month, considerable numbers of V-12's also become available for training.

These will for the most part be trained to become junior officers aboard LCs. If they prove their ability and responsibility, they get recognition and perhaps spot promotion to a higher rank commensurate with the positions they may be chosen to fill on the basis of their training record at the Amphibious Training Base.

Other, more mature officers, who either have been on shore duty or who have had no prior indoctrination, will get an intensive course of training at the Naval Training School (Advanced), Ft. Schuyler, The Bronx, N. Y., studying seamanship, navigation, ordnance, gunnery and communications, in preparation for possible positions of command.

Nothing could be more indicative of the present attitude toward the amphibs than the fact that a large and mounting proportion of their officer personnel has accrued voluntarily. A recent estimate by those responsible for procuring personnel for this branch reveals that the proportion of midshipmen who put amphib training as their first choice has almost tripled. Now they look to it as a top source for action, and plenty of it.

A "rotational" policy of bringing back officers from the combat area will provide further COs from the ranks of men who were formerly junior officers aboard LCs and who are now regarded as potentially qualified to command. Upon further training here, they have the opportunity of becoming COs of their own ships.

Engineering officers will be provided by Naval Training Schools, at Cornell, Penn State and North Carolina State, and still others will come from the General Motors Diesel school at Flint, Michigan, source of engineering officers not only for DEs but for LCIs and LSTs as well.

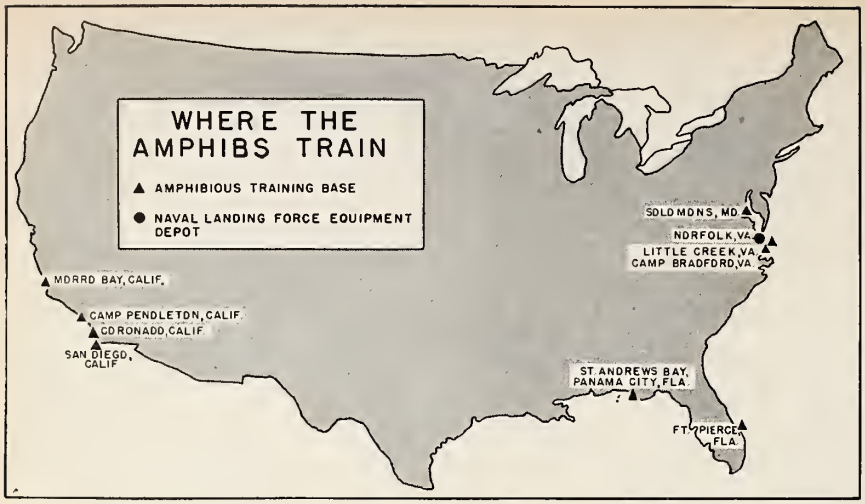
Communications officers will come largely from the Harvard NTS, where the last month of their four-month course will be devoted to special subjects in preparation for amphib work.

Although amphib training was originally pretty much of an Atlantic coast proposition—partly because the North African invasion was first on the list, and largely because the great sources of landing-craft construction were either Atlantic or middle West—amphib training is now a two-coast affair.


Italy . . .


Official U. S. Navy photographs
Bougainville . . .


Official U. S. Marine Corps photograph
Tarawa.



If you head for the amphibs, you may find yourself at any one of the bases shown on the map on this page.

Here are learned the techniques needed to operate the big LSTs and LCI(L)s, the LCTs, LCMs and LCVPs. Some will head for the big ARLs (Repair Ship, Landing Craft)—converted from LST hulls to serve as repair ships in landing operations.

Then, as the newest and biggest of Navy programs takes shape and moves toward its announced goal of 80,000 LCs in 1944, the amphibs will be ready to strike again, to add new chapters to a history which, although brief, has some pretty proud chapters in it already.

Tied in with the landing-craft program is the construction of destroyer escorts, which will be used to keep supply lines open after the beachheads have been secured. Admiral Cochrane stressed that many more DEs will be built in 1944, although the need for them is not so urgent as it was a year ago due to "the improved situation in the Atlantic." Forecasting increased tempo in the war against Japan, he declared that DEs "can perform exceedingly useful service in the Pacific."

About 300 destroyer escorts had been constructed by the end of December, at a cost of $1,000,000,000, exclusive of ordnance. The first DE was completed at Mare Island Navy Yard in February, 1943, and the 260th was commissioned 5 December at Boston Navy Yard.

Approximately a half billion dollars' worth of work has been completed on the remaining ships of the program which, with a very few exceptions, are all scheduled for delivery in 1944. The DE program still is less than half finished.

"The magnitude of the DE accomplishment," said Admiral Cochrane, "pales in comparison with the job which lies ahead in meeting the landing-craft program upon which we are now embarked. The Navy will require even greater support from the shipbuilders and manufacturers of the country than has already been given in connection with the DE program."



Official U. S. Navy photograph

Amphibs hit Bougainville: The new landing-craft program means more and bigger actions of this type.

Your Income Tax

Service Personnel Given Special Consideration In Making 15 March Return

Have you figured out your 1943 income tax?

Service personnel, like civilians, must undergo the annual ordeal of adding, subtracting and multiplying a maze of figures, but they have one decided advantage. When they finally get to the bottom of the form this year, many of them will find that they owe nothing for 1943, and some will find that they actually have a refund coming from Uncle Sam. Few civilians, on the other hand, will escape paying some tax.

Congress was especially considerate of those in the armed forces by permitting them to exclude from their gross income up to $1,500 of active service pay, on top of the regular personal exemption. This means that service personnel with $1,500 or more of active service pay are not taxed on the first $2,000 of income for 1943, if single, while married personnel will have no income tax on 1943 income of $2,700 or less, although they may be liable for a small Victory tax.

Thanks to this $1,500 exclusion, the vast majority of Navy personnel will not have to pay income tax this year, unless they have wives or husbands who are working and they elect to file joint returns. For civilians, Form 1040A (see next page) is limited to those with income under $3,000, but since $1,500 of service pay is excluded before a service person starts filling out his form, he can make up to $4,500 and still use the short form.

Despite the best efforts of Treasury Department tax experts, the 1943 tax return is the most complicated ever issued. This is due partly to a change-over from the old method of collecting to the pay-as-you-go plan. The tax form is further complicated by the fact that a portion of the 1942 or 1943 taxes is forgiven, thus relieving taxpayers of the burden of paying two years' taxes during 1943.

Most service personnel who paid a quarter or a half of their 1942 tax last March or June will be entitled to a refund under the forgiveness section of the tax law. If they have no tax on their 1943 income, or if it is less than their 1942 tax, they are entitled to the benefit of a special forgiveness feature discussed under Instruction 6 (page 14).

If their 1943 tax is greater than their 1942 tax, three-quarters of the 1942 tax will be forgiven if it is more than $66.67, or up to $50.00 if it is $66.67 or less.

Following are the answers to some questions you may have before you settle down to the task of making out your return:

1. Which form should be used?

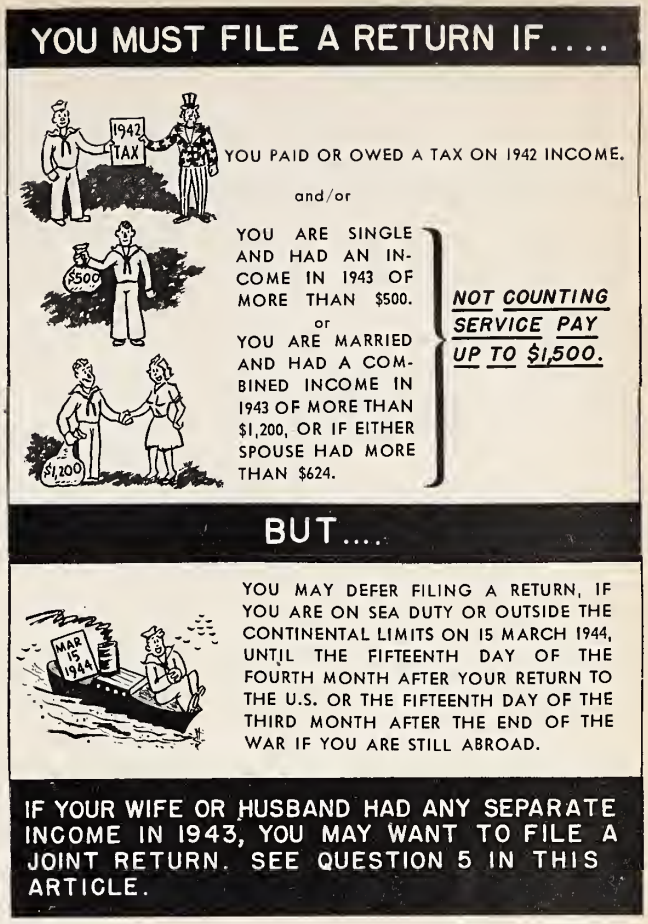
Most persons whose service pay during 1943 was less than $4,500 will find it advantageous to use the short form (1040A)—see page 14. You cannot use this form if your income was greater than $3,000 after your "service exclusions," or if you had income other than salary, interest, dividends and annuities. If you wish to claim deductions for heavy medical or dental expenses, business losses, bad debts, charitable donations, etc., you must use Form 1040.

2. Are service personnel taxed on all pay and allowances?

They are taxed on base and longevity pay, and any extra or additional pay, such as for aviation, submarine, sea and foreign duty. They do not pay a tax on subsistence, quarters or clothing allowances.

3. Can a recently married couple claim $1,200 personal exemption?

You cannot use the short form (1040A) for a joint return unless you were married on or before 1 July 1943. If married since then and a joint return is desirable, you must use the long form (1040) and pro rate the exemptions between the months you were married and single;



but separate returns may be filed on Form 1040A on which husband and wife would determine their tax as single persons.

4. If a married serviceman is entitled to postpone filing his return, can his wife postpone filing her return?

Yes, if her gross income for 1943 is less than $1,200. If it is greater than $1,200 she must file a return by 15 March. When the man's period of postponement is over, he can then file a separate return or they may file a joint return which will replace the one she previously filed. However, the wife must attach a statement to her return stating that her husband is overseas, and that she reserves the right to file a joint return later. If she files on Form 1040, her husband may not later use Form 1040A, for the same year.

5. Can service personnel file joint returns with their spouses?

Yes, a joint return can be filed, but service personnel cannot use their $1,500 exclusion to reduce a civilian spouse's income. For instance, if a sailor earned $1,000 service pay during 1943 and his wife made $1,500, some sources have indicated that they have no taxes on their 1943 income because their combined exemption is $2,700. However, while the wife can use the $1,200 exemption, she cannot use any of the "left over" service exclusion the husband had. They would have to compute a tax on $300. As a general proposition, it is more advantageous for a married member of the armed forces and his spouse to file separate returns for 1943 notwithstanding the fact that a joint return may have been filed for 1942. In any case where a member of the armed forces has less than $600 of taxable income, after excluding $1,500 service pay, and the spouse has more than $600 of taxable income, it is, as a general rule, more advantageous for them to file separate returns on Form 1040 instead of Form 1040A. If a man and his wife file separate returns, they both must use the same form. If separate returns are filed on Form 1040,

(Continued on Page 65)

Income Taxes: How to Fill Out the Short Form

With the most important questions answered (page 13), let's get down to the business of filling out form 1040A (reproduced on the opposite page with blank spaces numbered to match the instructions below).

The figures you will need include your total income for 1943, the amount of your 1942 tax, the payments made thereon and the amount withheld from your or your spouse's civilian pay during the year, and the amounts paid in September and December on the estimated 1943 tax, if any. If you paid any 1942 tax, you should have received a statement from the Collector of Internal Revenue showing how much you paid, together with a 1943 tax form.

1. Start by filling in your first name, middle initial and surname, and, if it's to be a joint return, the given name and initial of your spouse. Also, give your rank or rating, as the tax examiners then will know your approximate service pay and understand why you perhaps have no gross income at all after excluding up to $1,500 therefrom. Your address should be your official home address, since the return should be sent to the Collector of Internal Revenue of your home district. Under occupation, you may fill in "machinist's mate," "naval officer" or whatever the case may be.

2. List your employer as "U. S. Navy, Washington, D. C." and give the name and address of any civilian employer you may have had during 1943.

3. If your spouse was not employed and your only income was service pay, you can substract $1,500 before putting down the first figure. In many cases this will result in $00.00. If your spouse was employed and it is a joint return, you will add his or her earnings to any amount you have earned over $1,500 service pay. Enter in Item 2 any dividends, interest or annuities you received. Your total income is the sum of Items 1 and 2.

4. Under Item 4 list the names of persons dependent upon you on 1 July 1943, other than your spouse. These can be children (under 18) or others who were physically or mentally incapacitated and obtained their chief support (more than 50%) from you. You are allowed credit of $385 for each dependent (except one, if you claim status as head of a family); so subtract the total under Item 4 from your gross income. If you are not entitled to a credit for dependents, simply carry forward the figure in Item 3 to Item 5.

5. On the reverse side of the form (*not* reproduced on opposite page) is a table showing the tax on income for taxpayers of varying status. Check your net income, as shown in Item 5, and note what the tax is in Column A, B or C, whichever applies to you. Enter this figure in Item 6. Then figure your Victory tax from the table at the bottom of the reverse side of the form. Enter the income shown under Item 3 on the face of the return on Line (a) and subtract $624, or, if a joint return is filed, the amount of each spouse's income included in Item 3, not to exceed $624 for each one. Multiply the balance on Line (c) by the applicable percentage appearing below and enter the Victory tax on Line (d), and carry it to Line 7 on the face of the return. The taxpayer's status, including number of dependents, on 1 July 1943, determines the percentage to be used in computing the Victory tax.

6. Regardless of whether or not you paid any of the 1942 tax, the total amount would ordinarily be entered in Item 9. However, the special provision permitting persons who were in the service during 1942 or 1943 to recompute their 1942 tax may have a bearing on what figure you will want to use in Item 9. Whenever the total tax disclosed by the 1942 return is less than the tax on your 1943 income (Item 8), the 1942 tax should be entered in Item 9. A member of the armed forces on active duty at any time during 1942 or 1943 whose tax for 1942 is greater than the tax on his 1943 income, including Victory tax, should *not* enter the amount of his 1942 tax where it is called for on the form. Under such circumstances, the 1942 tax should be recomputed, after excluding the service person's earned net income for 1942. Earned net income means all salaries, wages, commissions or other compensation for personal services (less the expenses attributable to the earning of such income) not in excess of $14,000. The definition also includes net income of not more than $3,000 regardless of source. If, after recomputation, the revised 1942 tax is less than the tax on 1943 income, the latter figure should be entered in Item 9. If the revised tax for 1942, after recomputation, still is greater than the tax on 1943 income, the recomputed 1942 tax should be entered.

7. Next comes the ordinary forgiveness feature of the return. Enter in Item 10 the amount appearing on Lines 8 or 9, whichever is the larger. If the smaller of Items 8 or 9 is more than $50, enter such amount as Item 11A. Take three-fourths of Item 11A, or $50, whichever is the larger, and enter it as Item 11B. This represents the amount of such tax that is forgiven. Subtract 11B from 11A. This represents the unforgiven part of such smaller tax. Under Item 12 enter the sum of Item 10 and 11C. This represents your adjusted tax liability for both 1942 and 1943.

8. Item 13A is the amount of income and Victory tax withheld by your employer. This would be zero in the case of personnel who have been in the service throughout 1943, since nothing is withheld from service pay. However, if you came into the Navy during 1943, your civilian employer must furnish you with a Form W-2 showing total wages and the amount of the tax which was withheld. Enter in Item 13B the amount you paid, if anything, on your 1942 tax last 15 March or 15 June. If you paid any taxes last September or December, enter the amount in Item 13C. Add the figures under A, B and C. This sum represents what you have paid on 1942 and 1943 taxes. If Item 12 (your total tax) is more than Item 13D (the amount you have paid), you owe Uncle Sam the difference.

9. If you have already paid more than you owe for 1943, then you have a refund coming and you can skip Items 15 and 16. If you owe any tax, it must be paid by 15 March, except that you can postpone until 15 March 1945 the payment of one-half of any amount appearing as Item 11C. Enter the amount you want to postpone paying in Item 15, and the amount you are enclosing with the return in Item 16.

10. Now comes the good news. If you have a refund coming (if Item 13D is larger than Item 12) enter the amount in Item 17. Then indicate with a check mark in the appropriate square whether you want the money refunded or credited on future taxes.

11. If you are making a joint return, both you and your spouse must sign at the bottom of the return.

Form 1040

Form 1040 is intended primarily for those with large incomes (over $3,000, not including active service pay up to $1,500) or persons who wish to claim more than average deductions. In certain cases, where the spouse of a member of the armed forces also has income, they will save money by filing separate Form 1040 returns as already pointed out. This can be determined by making out both returns and deciding which one would be filed most advantageously. The instructions above for Lines 9, 10 and 11 of Form 1040A are equally applicable to Lines 17, 18 and 19, respectively, of Form 1040. Anyone wishing to claim deductions for business losses, bad debts, charitable contributions, medical and dental expenses, etc., must use Form 1040. The tax tables on the reverse side of Form 1040A make allowances, however, for earned income credit, and for deductions approximating 6% of the amount appearing on Line 5 of the return.

READ THIS FIRST: You probably have paid a substantial part of your 1943 tax bill through withholding or directly to the government. You may have *underpaid* or *overpaid*. File this form. It tells you and your government whether you owe any more, or are entitled to any refund.

Treasury Dept., Internal Revenue Service
FORM 1040A

OPTIONAL U. S. INDIVIDUAL INCOME AND VICTORY TAX RETURN • CALENDAR YEAR 1943

[This form *may* be used instead of Form 1040 if gross income is not more than $3,000 and is *only* from the sources stated in items 1 and 2 below.]

Do not write in these spaces
Serial No. _____
Amount paid, $ _____
(Cashier's stamp)

NAME _____ 1
Please print. If this return is for a husband and wife, use both first names.

ADDRESS _____
Print street and number or rural route — *City or town* — *State*

OCCUPATION _____ Social Security No. (if any) _____

Cash—Check—M. O.

Your Income

1. Enter the TOTAL amount, before deductions for taxes, dues, insurance, bonds, etc., that you received in 1943 as salary, wages, bonuses, commissions, etc. (Members of armed forces read instruction 6)

List Employer's Name — *City and State* — *Amount*

2

2. Enter here any amounts you received in 1943 in dividends, interest, and annuities. . . . . *Total* 3

3. Now add items 1 and 2 to get your TOTAL INCOME and enter it here. 5

Your Credit for Dependents

4. List the persons—other than wife or husband—who on July 1, 1943, obtained their *chief support from you* if they were not yet 18, or were mentally or physically unable to support themselves.

Name of Dependent	*Relationship*	*If 18 years or over, give reason for listing*
4		

You are allowed a credit of $385 for each dependent. However, if you are not a married person living with wife or husband, you may nevertheless be the head of a family as defined in No. 6 on the other side of the form. If you are the head of a family *only because of the dependents you listed above*, allow $385 for each listed dependent *except one*. Enter total dependency credit here. 6

5. Subtract item 4 from item 3. Enter the difference here. (Enter item 3 if item 4 is blank)

Your Tax Bill and Forgiveness

6. Turn over this form and check the box at the top which applies to you. Then, using the figure you entered in item 5, find your income tax in the table. Enter the amount here. 7

7. In the space on the back of this form, figure your Victory tax on item 3. Enter the tax here. 8

8. Now add items 6 and 7. Enter the total here. 9

9. If you filed a tax return on 1942 income, enter the amount of tax here. However, before entering anything, read *carefully* instruction 4. 10

10. Enter item 8 or item 9, whichever is larger. 11

11. FORGIVENESS FEATURE: *Don't fill in* A, B, *and* C *below if either item 8 or 9 is $50 or less.*

A Enter item 8 or 9, whichever is smaller. 7

B Take three-fourths of A above. Enter this amount or $50, whichever is larger. This is the *forgiven* part of the tax. 8

C Subtract B from A. This is the *unforgiven* part of the tax. Enter it here. . . . 9

12. Add item 10 to the amount in item 11C, if any. Enter the total here. This is your total income and Victory tax 10

What You've Paid and What You Owe

13. A Enter here your income and Victory taxes withheld by your employer. . . . 8

B Enter here the total sums you paid last year on your 1942 income tax bill

C Enter here any 1943 income tax payments last September and December. .

D Now add the figures in A, B and C and enter the total here. 9

14. If the tax in item 12 is more than the total payments in item 13, you owe the difference. Enter it here. If the payments are greater, write "NONE" and skip items 15 and 16. 10

Terms of Payment or Refund

15. You may postpone, until not later than March 15, 1945, payment of the amount you owe up to one half of item 11C. Enter the postponed amount here. 11

16. Enter the amount you are paying with this return (subtract item 15 from item 14). 12

17. If the TOTAL of your 1943 payments (item 13) is larger than your tax (item 12), enter the difference. You have overpaid your 1943 tax by this amount. 13

Check (✓) what you want done: Refund it to me ☐ Credit it on my 1944 estimated tax ☐

I declare under the penalties of perjury that this return has been examined by me, and to the best of my knowledge and belief, is a true, correct and complete return.

Date _____, 1944 *(Signature)* _____

(If this return includes income of both a husband and wife, it must be signed by both) *(Signature)* _____

THIS FORM MAY BE OBTAINED FROM YOUR NEAREST COLLECTOR OF INTERNAL REVENUE OR FROM THE BUREAU OF INTERNAL REVENUE, WASHINGTON, D. C.



Official U. S. Navy photographs

HELLDIVERS on a carrier (above) roll forward to take off. Below: A Helldiver roars low over the shore as landing craft in maneuvers whirl through their buzzsaw circles before shooting toward the beach.



HELLDIVER

The Navy's New Dive Bomber Makes Debut In Smash at Rabaul

The Navy's newest air weapon, the Curtiss Helldiver (SB2C), is in action. With the Vought Corsair (F4U) and Grumman Hellcat (F6F) fighters and the Grumman Avenger (TBF) torpedo bomber, it completes, to date, the Navy's war-born aerial attack team. All four planes incorporate the lessons of modern warfare taught by battle experience since Pearl Harbor.

A fifth Navy combat plane placed in service since America entered the war —see opposite page—is the Ventura (PV) patrol bomber.

In its first combat action, the 11 November raid on Rabaul, the Helldiver —bigger and heavier than any dive bomber previously used by our armed forces—accounted for the bulk of the extensive toll taken of Jap shipping.

The Helldiver squadron, from one of a number of carriers in the attacking task force, made rendezvous after take-off and, climbing to altitude, moved in on the enemy. As the harbor was approached, the squadron commander ordered his men to step up speed and then push over into their dives on the mass of shipping below.

At this time swarms of enemy fighters swooped in on the bombers and attempted to break up their formation before they could dive. But the escorting Navy fighter squadron successfully beat off every attack.

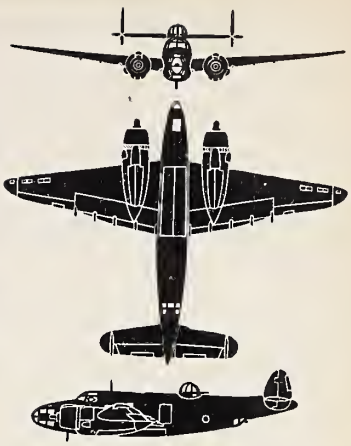
The Jap warships tried frantically to escape to the open sea; but the big, bomb-laden planes, backed by fighters and torpedo planes, gave them little chance. A Japanese light cruiser bore the brunt of the Helldivers' attack, suffering three direct hits which sent her to the bottom. Towering yellow flames from a heavy cruiser—probably sunk—led the attackers to believe their bombs had exploded the warship's magazines. One of the dive bombers laid its bombs on the fantail of a destroyer, which sank, while two others hit a light cruiser, blowing up its superstructure. A second destroyer also was damaged.

As the Helldivers pulled out of their dives—the dive bomber's most vulnerable moment—the enemy fighters again attacked. Many of the Helldivers escaped without being engaged. The others had to fight their way out and accomplished this without loss, destroying three Zeros and damaging one in the process.

After the attack, in which more than 28,000 pounds of bombs were dropped, the Helldivers sped back to their carrier, utilizing all available cloud and rain squall cover. Two of the planes were lost near the carrier, due to exhaustion of fuel, but their personnel were saved.

NAVY COMBAT PLANES PUT IN SERVICE SINCE PEARL HARBOR





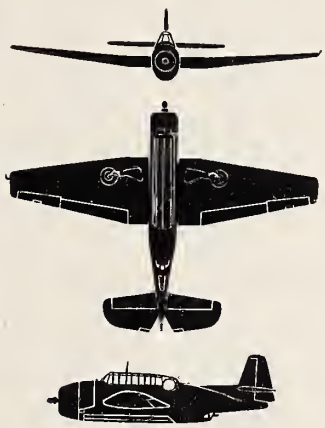
PV "VENTURA"



F6F "HELL



SB2C "HELLDIVER"



TBF "AVENGER"



F4U "CORSA



ARDSMEN and soldiers push shoreward by boat—and, foot across dangerous pack ice in search of Nazi weather n Greenland. These sketches, and others illustrating this re drawn by a Coast Guard combat artist in Greenland.



When the Nazis

How the Coast Guard And Army Rooted Out Germans in Greenland

The Nazi dream of an invasion of the Western Hemisphere was realized in the spring of 1943—but was blasted in its early stages by U. S. Army bombers and a Coast Guard task force.

The German invasion consisted of a hidden weather station on the desolate coast of Greenland. It is believed to have existed for about two months, supplying weather information to U-boats and the Luftwaffe, before being destroyed by U. S. forces.

The presence of the Nazi invaders was first discovered by three members of the Greenland Sledge Patrol, a unique branch of the U. S. armed forces composed of free Danish citizens, who, subsisting mainly on game they shoot and trap themselves, keep a constant watch for Nazi intrusions in that cold, lonely country.

The Danes were patrolling the coastal areas and fjords along the east coast of Greenland. Approaching the northern outpost station on a routine patrol, they saw two strange men emerge from the station's hut and disappear into the hills. When they entered the empty station they discovered two sleeping bags, a green uniform bearing the German eagle and swastika, two Nazi daggers and some provisions. They hurriedly returned southward with the news and, because they were almost certain to be followed, prepared defenses as best they could.

A few nights later, one of the guards heard footsteps approaching the station. When he challenged, the Germans opened up with automatic rifles and machine guns. Realizing they were outnumbered, the Danes abandoned the station and fled south. Later, another member of the patrol, a Dane named Eli Knudsen, was killed as he came near a rest hut occupied by the Germans. Mushing through an Arctic snowstorm with his head swathed in furs, Knudsen did not hear the command to halt and continued on. When the Germans killed his dogs, Knudsen reached for his rifle but was mortally wounded before he could get it into action.

The next day, Marius Jensen, another patrolman, mistaking the Germans' dogs for Knudsen's, walked into a trap and was captured. The Nazis decided to destroy the patrol station at a nearby island and asked Jensen to guide them there over the shortest route. Persuading the German lieutenant that travel would be faster in two parties, Jensen sent one group off on a long roundabout route

ıvaded the Western Hemisphere



A German naval officer, found near the destroyed Nazi weather station, is brought in by his captors.

and set out himself with the leader of the Nazi expedition. At the first opportunity, Jensen managed to overpower the German, seize his rifle and take him pirsoner. After a journey of more than 300 miles over icy waters, the Dane brought his captive into an Army outpost.

When word of the Nazi expedition reached the main U. S. northern base, organization of a task force was immediately begun. While Army bombers attacked the German-captured base from the air, tons of supplies and ammunition were poured into the holds of two Coast Guard cutters, the *Northland* and *North Star*. Specially trained Coast Guard landing forces and Army Ranger-type troops readied themselves for any action that might be necessary.

The start of the expedition was decidedly inauspicious. Shortly after sailing, the cutters became caught in a huge ice pack and valuable days were lost before they succeeded in freeing themselves. The *North Star*, famous for its peacetime as well as wartime iceberg activities, nearly fought its last battle with the ice on this occasion. One huge berg came smashing through the pack, moving steadily down on the cutter which was held fast in its path. Chancing the lesser of the two evils, the cutter's skipper threw full power on the ice-choked propeller. The ship was driven into the pack and escaped the berg, but suffered a mashed bow. When a shifting wind opened up the pack, the second cutter, the *Northland*, was forced to turn back and escort her injured sister to an Allied naval base for repairs.

In an attempt to dodge another pack, the *Northland* altered her course so that she had to go quite close to the coast of North Europe. A twin-engined Nazi patrol bomber, skimming the sea, spotted the cutter and came over for a closer look. But when shrapnel from the *Northland's* guns began bursting uncomfortably close to its nose, the Junkers broke off its run and skidded off to the horizon.

Several days later the *Northland* again became locked in another ice pack and it was necessary to blast a path through the ice with half-pound TNT blocks, some of them exploding only six feet from the side of the cutter. The *Northland* finally made open water but with steam lines and lighting equipment thrown out of kilter by the TNT's concussions.

The U. S. force now approached the Nazi camp. On schedule and according to plan, Army bombers appeared and blasted the camp thoroughly. Word was flashed from the planes that there was no sign of life on the island or at the burned-out Danish station 30 miles to the south. Thrusting her way through swirling

ice floes, the cutter stood into the beach. The burned-out station was without a sign of life. When the landing party hit the beach, it discovered that the Army bombers had done a thorough job. Not a building was left standing. Frozen into the ice were bits of wreckage, life jackets and the splintered ribs of a lifeboat. Frozen-over bomb craters pitted the ice so that the surface resembled a close-up picture of the craters of the moon. Everywhere were clusters of .50-caliber ammunition. The 20-mm. shrapnel much in evidence showed that the Germans had at least made a show of defending their base.

What the bombers hadn't destroyed, the surviving Germans had. Every building on the island was charred rubble. In one burned pile were fire-ruined lugers, tools and all the various gadgets needed to operate a weather station. The landng party was puzzled at first by the fact that, although most of the base equipment was destroyed, other material was undisturbed. A careful search uncovered full uniforms, cold-weather clothing and metal boxes of food, including Danish butter. A checkup on the generators and motors disclosed that, although they appeared to have been rendered useless, a good electrician could put them back in working order in a short time. Apparently, the Germans had hoped that reconnaissance planes or a small landing force would believe the base to be a complete ruin and leave without further investigation.

At the end of the first day the landing party returned to the *Northland*, but Captain C. C. von Paulsen, USCG, commander of the task force, elected to remain on the beach for the night with two men to continue the search. Searching conditions were excellent, it being the season of the midnight sun with light for the entire 24 hours of the day. But the three Coast Guardsmen little knew, as they groped among the rocks and poked into the frozen tundra, that they came close to death during the night.

Late next day a patrol was startled to hear an ancient phonograph scratching out a song in German. Investigating, it discovered a single German officer—the physician of the party, Dr. Rudolph Sennse—seated unconcernedly on a rock, tending the phonograph and holding a hand "potato-masher" type grenade in his lap.

After surrendering, Dr. Sennse told his captors that he had lost his dog team and sledge in an ice crevice and had returned to his camp only to see American tents on the beach. Enraged, he had sought a weapon to "strike one last blow for the Fatherland" but could only find one grenade. He never had the opportunity to use it, since Captain von Paulsen and his men fortunately always remained far enough apart to offer no single target.

Before the task force left the wrecked base, additional evidence was discovered to strengthen the belief that some of the German invaders were still alive. A Coast Guardsman scouting the beach found a rubber life raft and a steel suitcase containing hand grenades. On a piece of the cardboard packing was a message in German, apparently to Dr. Sennse. It said, "You'll know where we've gone." Then followed a detailed chart of caches of food, ammunition and other gear.



U. S. LANDING FORCE of Coast Guardsmen and Army troops searches the rugged terrain for survivors of the bombed-out Nazi party.

Another day was spent digging out these hidden supplies, which included radios, hand grenades by the score, rifle and pistol ammunition, tinned food and warm clothing. The *Northland's* scout plane searched the area within its range thoroughly but, if the Germans were still around, they managed to keep well hidden.

All the time the U. S. forces remained at the base, German planes, although apparently not in sufficient force to attack, hovered about. One afternoon a huge black Junkers dropped down from the clouds and made for the ship but was evidently discouraged from bombing by the cutter's gunfire. About the same time, the *North Star*, some 35 miles at sea, reported that a large three-motored Blohm Voss flying boat had attacked her with machine gun fire but had been driven off.

The Americans remained at the base until the cutter's food ran low and it was necessary for them to leave.

The cutters then began their return trip. But once again the ice closed in on them. The *Northland's* propeller crashed against the ice and was twisted upward, reducing her speed by three-quarters. With the cutter held inexorably in its grip, the ice pack drifted for several days while the vessel tried ineffectually to free herself. It was decided to try blasting again, although the betting was that the ship wouldn't take it, since it was now necessary to use 54-pound wrecking mines because of the thickness of the ice. Sometimes an hour's dynamiting won only a few yards through the ice, but slowly the cutter smashed her way out to safety.

Meanwhile, the *North Star* had also smashed a rudder but with the help of a jury rudder and a providentical wind she managed to reach open water.

When the ships finally docked a relieved soldier was heard to say, "Well that ends that." But the crews' only comment was "E-mo-gah"—Greenlandic for "maybe."



Official U. S. Navy photograph

ABOVE: Ordnance in action as a U. S. carrier repels an attack by Jap dive bombers in the Battle of Santa Cruz.

It's Everything You Throw at the Enemy and Everything to Stop What He Throws at You

"The surface warship is doomed." This doleful prophecy followed in the bloody wake of Pearl Harbor. The airplane had revolutionized war at sea and given the Navy the greatest ordnance problem in its entire history. Immediate antiaircraft protection for the existing fleet was imperative. Production of such defense was demanded for even more than the fighting fleet itself. The greatest merchant marine in history and the ships of Allied nations were helpless without new and improved defensive weapons.

The Navy's Bureau of Ordnance had been vitally concerned with the development of antiaircraft defense since 1923. The impetus given this program by the war can best be exemplified by the results achieved. Today the modern warship is capable of throwing 10,000 pounds of antiaircraft projectiles into the air in 15 seconds of fire. The old-line "doomed" battleships have increased their antiaircraft weight throwing capacities 3,000%.

That the fighting surface ship is still very much with us needs no arguing today. The *South Dakota* wrote a new chapter to modern naval warfare and other fighting ships have added footnotes to the same theme. Without any help from supporting aircraft, U. S. naval vessels since the start of the war have knocked out of the sky more than 1,000 enemy airplanes.

An enemy plane attacking a U. S. warship today has its work cut out for it in a disagreeable pattern. First, it must come through a heavy barrage of shells from the dual-purpose 5-inch gun which is so deadly, accurate and fast that the Japs still refer to it as our "5-inch machine gun." The plane that weathers the barrage of these heavy projectiles next meets the fire of the new 40-mm. batteries, which fire two-pound projectiles at a terrific rate. Once through this fire, there is still to be met the withering screen of explosives from the 20-mm. guns.

Even these small projectiles from the 20-mm. batteries are fuzed, highly charged and equipped with tracers. Each represents one-quarter of a pound of explosive deadliness for the hurtling plane attacker.

Although the development of the dual-purpose 5-inch gun was probably the most effective accomplishment of the antiaircraft defense program, the story of the American adaptation of the Bofors 40-mm. gun is most illustrative of the speed and ingenuity which the Navy applied to its most complex and important ordnance problem.

Four months before Pearl Harbor, the Navy learned of a new Swedish rapid-fire antiaircraft gun being used by the Dutch Navy. Captain W. H. P. Blandy, USN, later Rear Admiral and chief of the Bureau of Ordnance for the first two years of war, witnessed tests of the gun off Guantanamo, Cuba. The gun was the Bofors. Captain Blandy was impressed and advised the Navy to attempt to adopt it for our own purposes.



AERIAL TORPEDO drops from a carrier-based Avenger. Its delicate mechanisms will set it at the proper level and send it on a true course of destruction.



Official U. S. Navy photograph

"TIN FISH" is shot from torpedo tubes of a warship. One of the most intricate of war implements, each torpedo has 5,000 parts and costs $12,000.

Several serious obstacles developed. Holland had been overrun by the Germans three months previously and the Admiralty had been unable to remove the gun designs to London. The gun also utilized certain Swedish parts. Designs for these were in Sweden and thus under watchful German eyes. Some of the optical and electrical parts were of native German design and, of course, unavailable.

There was, however, one set of the Dutch designs in Sourabaya, the Dutch East Indies. These were photographed on microfilm and rushed to Washington. The necessary plans still held in Sweden were purchased, hustled across Germany right under the Nazi noses, and flown to America. Our own optical and electronic engineers furnished the parts which had been originally German. The Navy's ordnance experts, by this time headed by Rear Admiral Blandy as chief of Bureau, were ready to go.

Here another difficulty arose. The Bofors gun had only single and twin mounts. Our Navy needed quadruple mounts for sufficient volume of fire. The problem was quickly solved by placing two twins on the same mount with a space between them.

Meanwhile, interpreters, designers and draftsmen had set to work with the original prints, translating from Swedish and Dutch to English. Dimensions, measurements and screw threads were converted to American standards. The mechanisms were redesigned for improved fire power, speed and automatic control.

So quickly was the Navy version of the Bofors gun perfected that it was practically designed and produced at the same time. Indeed, the first model was completed before the last drawings.

The Bofors quadruple mount 40-mm. gun, one of the most effective antiaircraft pieces in the world, together with its companion the twin mount, was ready for the fleet in mid-1942. Despite technical and geographical difficulties described, this gun was in use in the antiaircraft program one year after the Navy first started on its development.

As vital as was the antiaircraft production program, it was only one of the multiple war calls made upon the Bureau of Ordnance. There were others equally pressing and equally exasperating. While perfecting the protection of naval vessels against enemy aircraft, the Bureau was as vitally concerned with improving the offensive weapons of its own air arm.

For the first time in American war history, also, the Navy found itself fighting an *offensive* torpedo war. Heretofore, torpedo defense had been the main problem. A two-ocean war, in oceans which have great physical differences, forced a new study of mine warfare. The ramifications of ammunition and ordnance supply were incredible. And even while production demands were backbreaking, conditions of the war changed so abruptly that an entire production program could become obsolete overnight.

And there were other technological, scientific and industrial worries. The scope of these can be visualized by a study of what constitutes naval ordnance. In the Bureau's own words, it is "everything you throw at the enemy and everything which stops what he throws at you." Ordnance is a gun which throws a ½-inch projectile and another gun which throws a 16-inch one. It is a battleship turret which weighs as much as an entire destroyer and a secret bombsight of intricate and delicate design. It is electrical computing machines which "think" out the enemy's range and ponderous nets which block his subs from our harbors.

It is also armor plate, ammunition, mines, depth charges, booms, buoys, anchors, moorings, pyrotechnics, explosives, chemicals, fuzes, sights, smokeless powder, smokescreen materials, hoists, rammers, finders, directors, flares, and a hundred other things.

Rear Admiral George F. Hussey Jr., USN, recently appointed chief of the Bureau, is a veteran ordnance officer who has spent most of his naval career alternating between sea duty and ordnance production and experiment. Until recently commander of a Pacific mine squadron, Admiral Hussey is a recognized authority on production—newest and most important ordnance problem.

Under Admiral Hussey's direction are 900 line officers (including 150 WRs), 120 enlisted men, 230 enlisted WRs and 1,500 civilians. The Bureau itself is divided into six divisions. Of the Bureau's 59 key officers, 37 have seen active service in this war and 22 of these have been in major battles. Fifteen have received citations. These officers also alternate constantly between sea duty and tours ashore so that first-hand information on the needs and results of ordnance programs can be constantly checked and examined.

First-hand knowledge is a prime necessity in a war of fantastic technological advancement. The innovations and development of offensive torpedo warfare offer a case in point.

The torpedo is the most involved and intricate projectile in the world. It consists of some 5,000 finely-machined parts. Each completed unit costs a sizeable fortune. It is, to quote a Bureau spokesman, the "no-man submarine."

Yet today torpedoes are built which can be thrown in a "curve." They are dropped from airplanes from a height which would break every bone in a man's body. There are in operation eight torpedo stations which produce more "tin fish" in a month than we

produced during the entire course of the last war. These stations turn out torpedoes which find their proper level and take dead aim on the target or, properly set, start off in one direction and, at the proper moment, swing around and go where they're supposed to go.

Of all the phases of naval ordnance, the most incredible strides probably have been made in the field of fire control. Modern fire control is almost unbelievable. High in the foretop of a fighting ship a man sets a supergunsight, called a director, on the target. He follows his target with the director for possibly two seconds. The director transmits its data to the control room.

In the control room, highly complicated instruments start to "think." The enemy's range, speed, and direction are calculated. Even such variables as the motion of the earth are considered. Almost immediately, the result is communicated to the turrets, for train and elevation which are applied automatically.

Gunners set their guns according to the findings and instructions of the machines, then blast away. An example of the volume and control of gunfire possible aboard a modern warship was recently offered by officers and men who watched one of them in action.

"We thought she was afire," they related. "She was a solid mass of flame."

All of this fire is directed with deadly accuracy despite the fact that a warship in battle is usually pitching and rolling and, furthermore, is blasting at an evasive target which is doing the same or at an aircraft target which may be moving at a speed of 300 knots.

The automatic fire control directors guide what is still the most powerful instrument of destruction in warfare —the battleship's 16-inch projectile. This weighs over a ton, travels at the rate of ½ mile per second, carries 25 miles, and has nearly pinpoint accuracy.

Although modern fire control is the result of years of scientific experimentation, the current war called for extensive revision and innovation. In recent months, for instance, virtually all naval action in the Pacific has been of three kinds—night surface action, antiaircraft and shore bombardment. The days of daylight "slugging matches" seem to have vanished with the Japs' overconfidence, at least until such time as Tojo sends out his ships from near-home bases.

Another new puzzle with this war was modern mine warfare. Mine warfare came of age in the last war, when some 80,000 mines were laid in the North Sea and effectively bottled up German submarines.

The Atlantic is considered by mariners to be a "shallow" ocean. Its mining is a relatively simple matter. The methods of mine warfare in a "deep" ocean such as the Pacific are something else again.

The Pacific is at least five miles deep in some areas. Also, a great portion of it never has been charted in detail. The charts of some of the areas over which important battles have been fought are ancient and unreliable. Mine warfare in the Pacific has given the Bureau of Ordnance one of its most exasperating riddles.

Substantial progress has been made but no discussion is permitted of developments, since the key to defensive operations against mines is a knowledge of their purpose and the principle on which the weapon operates.

New and effective defensive measures against enemy mines also have vitally occupied the Bureau more than ever before. Protection of our vast merchant marine was a prime necessity if lifelines to both sides of the world were to be kept open.

One phase of this protection was the "degaussing" of merchant ships against magnetic mines. A magnetic mine is exploded by the electrical field created by the ship passing over it. A system of wiring and electrical charges, called degaussing, now neutralizes this magnetic field.

Our own merchant marine, as well as that of our Allies, also made one of the most imperative calls for naval ordnance. At this writing, more than 4,000 merchant ships have been outfitted with Navy guns and antisubmarine weapons.

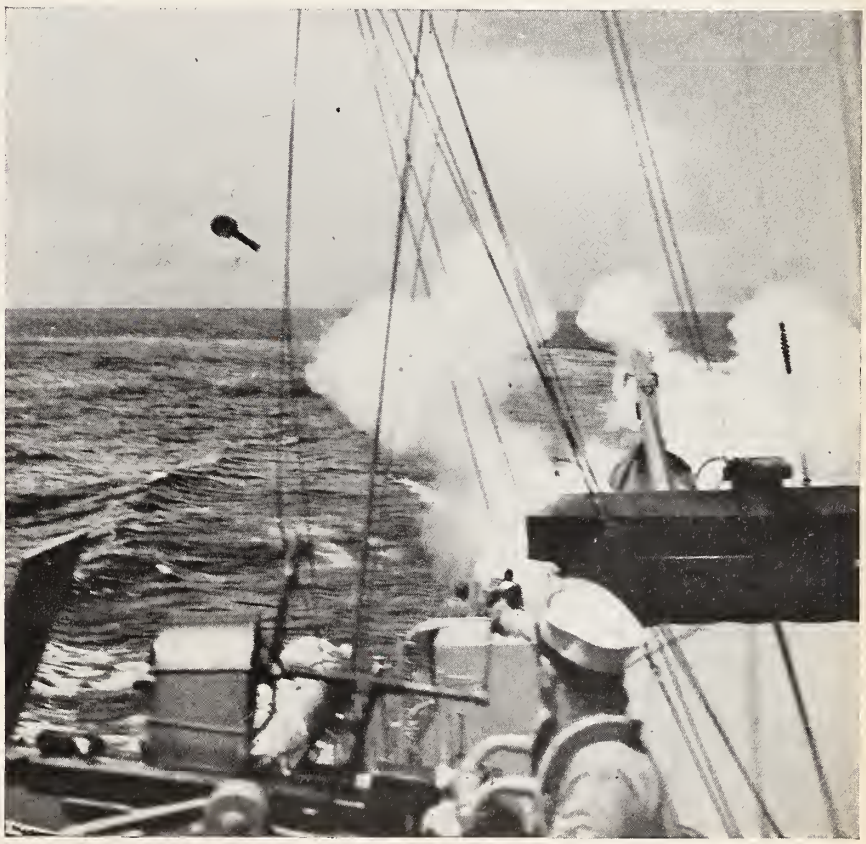
Further, the Bureau of Ordnance has supplied the ships of 21 Allied nations with Navy ordnance.

"Our merchant ships today," said Admiral Blandy in his last press conference as chief of the Bureau prior to returning to sea, "are better armed than some of our warships in the last war."

Probably the most exciting chapters in the history of naval ordnance will, someday, be the story of our Navy's experiments and development of secret weapons. While scarcely any reference can be made to secret weapons during the course of the war, Admiral Blandy recently admitted:

"Our secret weapons equal, or even surpass, anything the enemy has. One of our inventions was labelled impossible by foreign scientists, but we did it. All I can say is that it is an exclusively naval weapon."

All secret weapons are more or less the responsibility of the Bureau's Research Division. This unit is a scientific octopus which reaches into industry, laboratories, colleges, universities, libraries and every other technological proving ground. It utilizes the most famous talents of science and industry here and abroad. At this writing, Professor Albert Einstein is one of many far-famed scientists engrossed with a naval ordnance problem.



Official U. S. Navy photograph

DEPTH CHARGE: Set to explode at a predetermined depth and time, the "overgrown potato masher" goes hurtling off the stern of a PC boat.



MAIN BATTERY of a modern U. S. warship pours forth smoke, flame and steel in action in the Pacific. Each gun throws a projectile weighing over a ton.



BOFORS 40-mm. battery, one of the world's most effective antiaircraft weapons, sends a protective stream of explosive skyward from a U.S. aircraft carrier.

It is doubtful if the enemy has yet obtained any samples of Navy secret weapons. When a naval battle is lost, such weapons usually go to the bottom with the ship. When the Doolittle pilots took off on their Tokyo raid they removed the Norden bombsights (a Bureau of Ordnance development) and substituted home-made affairs. Some of the planes crash-landed in Japanese-held territory but the Japs are still minus the highly prized Norden sight.

With the war now turning from a defensive to an offensive struggle, the Bureau of Ordnance is faced with a set of entirely new tactical demands. Admiral Hussey is not only charged with maintenance and continued supply of the ordnance programs already under way, but he also must turn the Bureau's resources to production of implements of war to meet vastly changed conditions.

The landing craft program, which currently has highest priority, calls for the development of special ordnance. A year ago rockets and rocket warfare, for instance, were unheard of in all save inner military circles. Today, the rocket is the most discussed of newer weapons in the public prints and conversation. Some official intimation of the strides in rockets and rocket planes has come recently.

Even as these new measures are perfected, however, newer and more modern countermeasures will call for still newer and more modern innovations.

Nor can these changing demands be calculated in advance. One example of the demands of expediency concerns PT boats in the South Pacific.

PT boats are primarily surface torpedo throwers. As they continued to cripple Japanese shipping, the Japs turned to armored barges and small coastal vessels as supply and replacement runners for their outpost troops. These craft are difficult targets for a torpedo because of shallow draft. Also, it hurts to send a $12,000 tin fish after a target which may not be worth as much as the instrument of destruction from either a tactical or monetary standpoint.

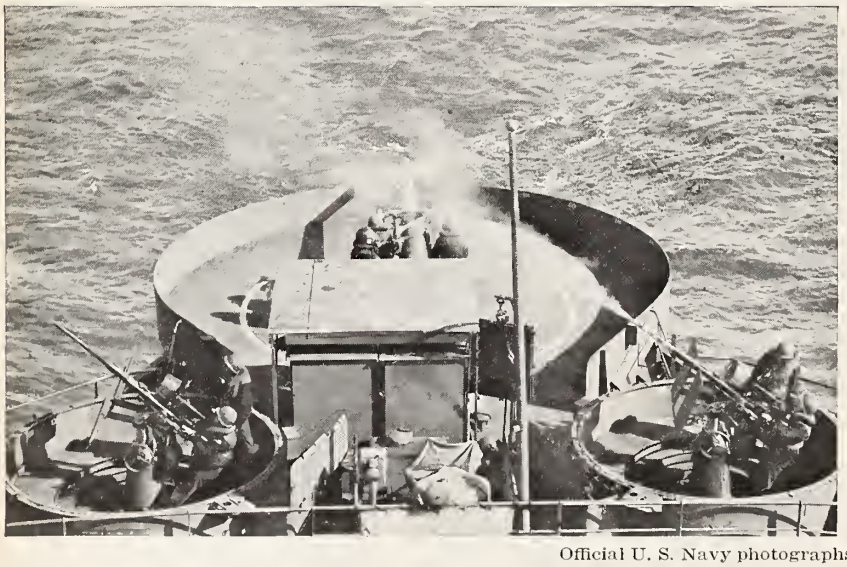
The PTs were outfitted with .50-cal. and 20-mm. antiaircraft guns but these were too light for penetration. They needed a rapid-fire gun capable of firing and destroying a barge. The answer was our old friend the Bofors 40-mm. Soon the dispatches were repeating "Our light naval units destroyed six loaded barges and damaged nine more. . . ." President Roosevelt recently referred to these destructions as one of the real and important victories in the Pacific.

No ordnance expert could have foreseen that the defensive Bofors gun would be combined with the offensive PT boat to furnish a new naval weapon in a specialized field. But the combination offered an unexpected supply problem which had to be solved in a hurry.

The Japanese, incidentally, told their people via Radio Tokyo that our light cruisers were crippling their supply lines. Maybe they still think so.

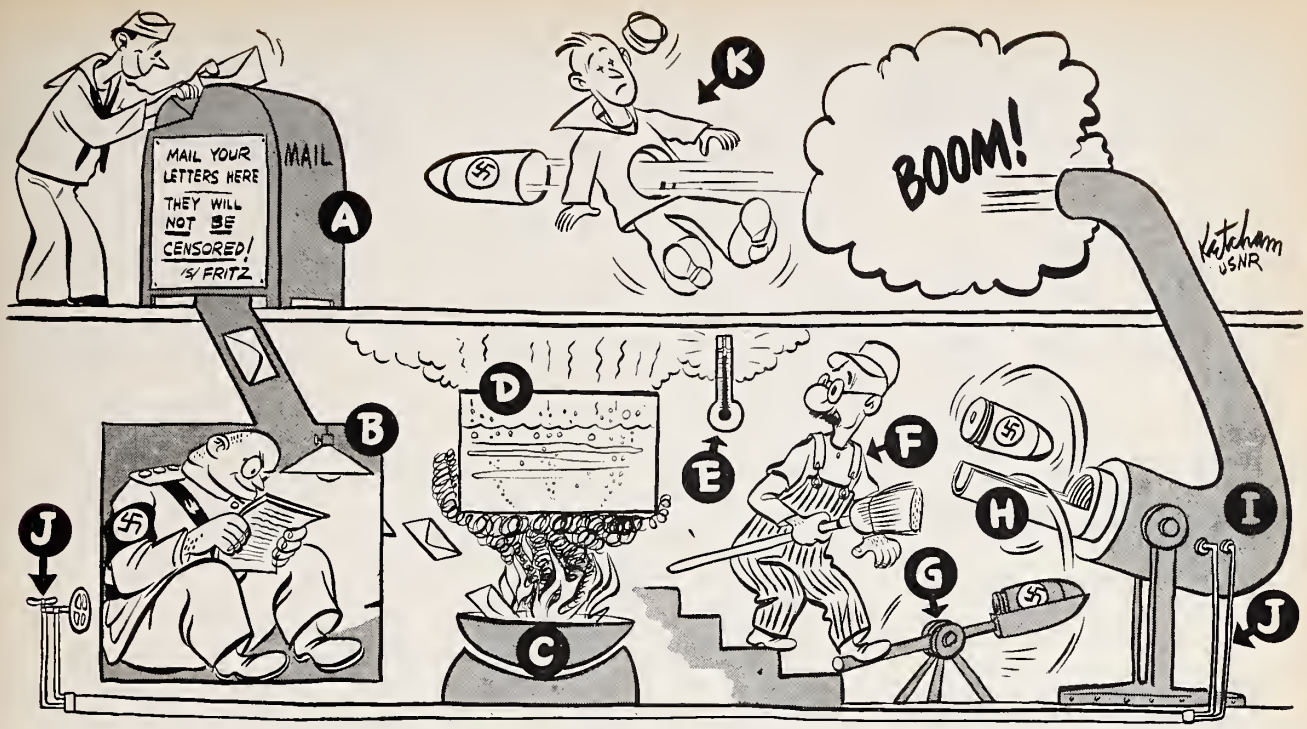
The Bureau believes that its discoveries and developments of this war will have a lasting effect on many phases of peacetime living. Already there is a basic optical industry which, expanded, will replace the prewar German monopoly. Naval ordnance has also been in the van in the development of plastics, one of the coming important industries.

The end of the war, however, will not stop the progress of naval ordnance. A peacetime program will be advocated which may offer an ordnance course in most scientific schools and colleges. Naval ordnance developments of today and tomorrow will doubtless open many new avenues of peacetime progress.



Official U. S. Navy photographs

BATTLE STATIONS on a large merchant vessel: A 4.5-inch gun and two 20-mm. Oerlikon antiaircraft guns are manned by Navy Armed Guard crews. Even U. S. merchantmen in this war are better armed than some warships in World War I.



CAUSE AND EFFECT: Sailor drops letter into local mail-box (A) in foreign port. Letter slides down tube into room (B) and is thoroughly read by Nazi agent, who then slips it through slot into trouble-distilling apparatus (C). Burning letter boils witch's brew (D), causing thermometer (E) to rise rapidly. Janitor (F) starts down basement stairs to fix furnace, stepping on teeter-totter (G) and catapulting projectile into loading chute (H) of gun (I), which is swung into position by secret range finder (J). Gun is fired and eliminates letter writer (K). Next of kin will now hear about him after all.

Don't Shoot the Censor!

It's His Job to Keep You From Risking Your Own Neck—And He's Smarter at It Than You May Think

A merchant ship pulled carefully down the harbor in the brief tropical dusk and headed for sea. Wary but contented, most of the merchant seamen aboard her were in a pretty good mood. Destination: the U. S. A.

The ship's sailing had of course been kept secret. But as her crew made the rounds of bars and restaurants the previous night, conversation had loosened up; it hadn't seemed harmful to tell someone friendly—an American sailor—that the course was for home.

Gazing back at the fading harbor, one of the crew fingered the edges of a small addressed envelope. He remembered the words of the sailor who had nervously stuffed it into his hands the night before:

"See if you can mail this to my folks when you get back, then it won't have to be censored."

But it's a long voyage home. And there'll be plenty of risks en route:

▲ There's the possibility of air or submarine attack sinking the ship before papers or mail can be destroyed. If this happens, letters will be the first thing the enemy will search for.

▲ Another chance: the seaman himself may, in abandoning ship, forget to destroy the letter. If he's captured, and found with it, it will certainly be used as one of the keys in enemy questioning.

▲ There's even the possibility that Axis agents, disguised as native longshoremen, may board the ship at some neutral port en route and pry into the crews' property.

▲ And as the ship nears friendly waters, legitimate investigation by Allied security officials may uncover it.

Let's assume, however, that the seaman gets across without trouble.

When he arrives in port, his worries begin all over again.

By federal law mail *must* be censored when it arrives in the United States. Every merchant ship is boarded at port by a U. S. Customs official, and his thorough inspection of personal property is well known. Chances are that Customs will discover the letter in the man's belongings.

And even if the seaman carries it on his person to get around that, he'll have some anxious moments when he's personally interviewed and asked whether he has any papers he hasn't submitted for examination.

It's true, letters *do* get by. Suppose, for a moment, your letter passes Customs unobserved. It finally arrives at the door of the girl friend. Of course you've told her not to mention receiving this letter, not to breathe where you are. And she probably *won't* talk about it to anyone—except *you*.

What do you think the censor of incoming mail back aboard your ship is going to think if he happens to glance over her letter and finds: "Gee, honey, I'm sorry the weather was so foggy, but you'll feel better when, as you said, you've moved up to ——."?

Letters like yours may seem innocent enough; but the business of enemy espionage is to sit around patiently putting little odds and ends together until they add up to useful military information.

Better for all concerned that your letter *is* picked up by the Customs or Allied security; that your exploits never reach your favorite pin-up but get turned over to some thoroughly unsympathetic censor.

What happens then?

U. S. Customs is responsible for checking all letters not carried in the

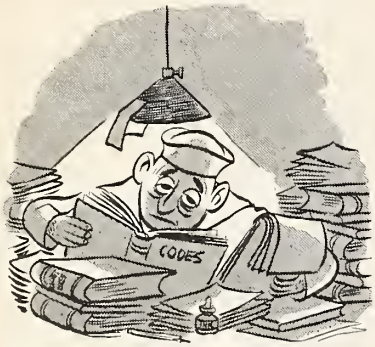
HOW TO DUCK THE CENSOR...



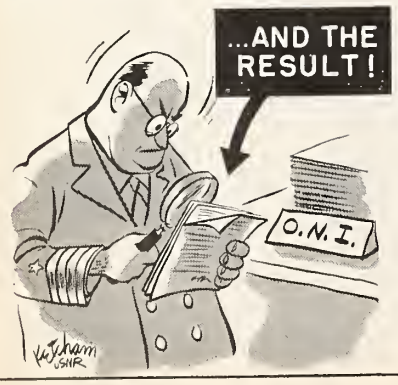
① Mail letter in local post box in a foreign port.



② Slip it to a seaman to mail when he gets home.



③ Write it in code.



regular mail. Any discovered not bearing the censor's stamp are handed to national censorship.

A part of the international mailing system, national censorship is the organization which checks and inspects everything—mail, documents, packages—arriving in this country, regardless of prestige or importance. And it doesn't often make slip-ups.

An uncensored letter is reviewed and, if the information in its contents in any way violates the Navy Censorship Regulations, the letter will probably never reach its destination.

This is the same sad ending which comes to any correspondence not routed through regular Navy mail.

There's the sailor—a really savvy boy—who delights in skipping the censor by his own personal mailing route. Given shore liberty at a foreign port, he whisks off to mail his very *private* letters in some local mail box. He doesn't succeed in avoiding the censor. His mail goes through the same procedure: when it arrives in the States it's snatched up by national censorship.

But he'll hear of his mistake.

For the sad ending which befell his correspondence does not end the matter for the writer of the letter.

Whether or not what he has written amounts to serious transgression, he has broken a rule in the Navy Censorship Regulations. His commanding officer will be notified and his punishment will then be meted out, perhaps a reprimand, but *maybe* court martial.

Navy Censorship Regulations are not iron-cast shrouds to bury all correspondence between personnel on foreign duty and their friends at home. Generally, a man can communicate by almost any means: letter, postcard, telephone or telegraph, or radio. What is prohibited, however, is mailing at random at overseas ports: "local mail boxes, YMCA establishments, USO centers, Stage Door Canteens, and similar organizations . . ."

Personnel abroad or at sea can, in addition, send photographs home. But if your lovely view of the New Guinea shoreline has several transports in the background, the censor won't judge it strictly on its artistic merit.

Some other points emphasized by the regulations:

▲ It's common sense not to talk about the location or identity of your ship; even ". . . baby, if you get this letter on Tuesda, I'm at the day before," isn't going to fool anyone, least of all the enemy.

▲ The guns or equipment you use are your own protection—keep them your own business; don't gloat over them to your buddy stationed in the States.

▲ Nor is it anyone's business where you're going, where you come from or how you feel about the way the war is being fought. Personal views on naval strategy will find only one really appreciative audience: Axis agents.

▲ A routine job may get dull to you

WHY CENSORS LAUGH LAST

A friend of mine is going to the states on leave and I'm having him mail this: it won't be censored.

So long as I can smuggle these ltrs. overboard I can rite you were I am at

This is the first chance I have had to send a letter so that it won't be censored.

I will mail this on the beach so it won't be censored.

Darling, I want you to look under seven stamps and try to find out where I am.

I'm not allowed to write this way, but I got a friend who is an S.P.

I'll mail this ashore, then it will not go through the censor.

I just found out that some fellow is taking mail off the ships, and I don't think it will be censored.

Excerpts from actual letters that wound up in the files of Naval Intelligence

If You Don't Write About These Things . . .

"Under no circumstances shall open or hidden reference be made in any personal communications or messages to any of the following . . . :

"(a) The location, identity, movement, or prospective movement of any merchant ship, aircraft, naval vessel, or naval or military force. . . .

"(b) The defensive or offensive forces, weapons, installations or plans of the United States or her allies. Discussion of strictly naval information such as fire-control apparatus, turret gear, torpedoes, mines, guns, target practice, radio apparatus, aviation equipment, contents of secret or confidential publications, etc., is also prohibited.

"(c) The production, movement, or supply of munitions, or the location or progress of war industry in any form.

"(d) The routine or employment of any naval or military unit of the United States or her allies.

"(e) The effect of enemy operations, or casualties to personnel or material suffered by the United States or her allies, previous to the official publication of such information.

"(f) The criticism of equipment, appearance, physical condition, or morale of the collective or individual armed forces of the United States or her allies.

"(g) Matter, the dissemination of which might benefit enemy military, economic, or financial interests, or which might interfere with the national effort of, or disparage the foreign relations of, the United States or her allies.

"(h) Details of meteorological conditions shall not be disclosed; only general discussion of weather conditions will be permitted."

(From Censorship Regulations for United States Navy)

and lose its importance, but "... if we have target practice again I'll go to sleep ..." may give the enemy the dope on your training that will put you to sleep for a long time.

Sometimes, when your tongue gets tied with enthusiasm, letters spill prohibitive information innocently. You want to get a greeting through in a hurry, and fussing around with careful prose is a handicap.

Here's the solution: stock cables. For around 60 cents, a man can, say around the 14th day of this month, wax romantic with the strict okay of his censor.

Called EFMs (Expeditionary Force Messages), they cover almost every conceivable topic: correspondence, health, promotion, money, congratulations, greetings ("Kisses," "Love and Kisses," "Loving Thoughts," "Fondest Love Darling," "All My Love Sweetheart").

For someone not moved to this flood of tenderness, and having a send-me-that-five-you-owe-me-you-louse sentiment in mind, SCMs (Sender's Composition Messages)—you write them yourself—are recommended. These, of course, are also subject to censorship.

There's one exception to the regulation on not using addresses: the Armed Guard. When it is expected Armed Guardsmen will be overseas for some time, they can, subject to approval of the censor, cable a coded address to their U. S. correspondents. This coded address will be supplied by the senior officer stationed ashore at the point of origin of the message.

Telephone calls, permitted by the regulations, should be made on a person-to-person basis, and *must* have written permission of the commanding officer. Censors stand by in the U. S. while the call is being made to or from overseas.

It's the job of the commanding officer of a ship or station to appoint the chief censor aboard. On small units this job has usually been given to any one of the officers present.

Now, more often, censors are being selected from the Intelligence Volunteer Service, made up of officers formerly attached to the Office of Naval Intelligence in Washington. Assistant censors may be specially selected enlisted men; in the Armed Guard crews they usually are.

Aside from study of the printed regulations, there is no official training program for those assigned to censorship duties, although occasional lectures on censorship rules have been given to men at sea.

It's a common illusion that the duties of the censor *must* be fascinating. But reading other people's mail has, to most censors, the atmosphere of trying on other people's hats. A censor just is not interested personally in how you write. His concern is *what* you write—whether you might tell the enemy something that would endanger the lives of the men in the fleet.

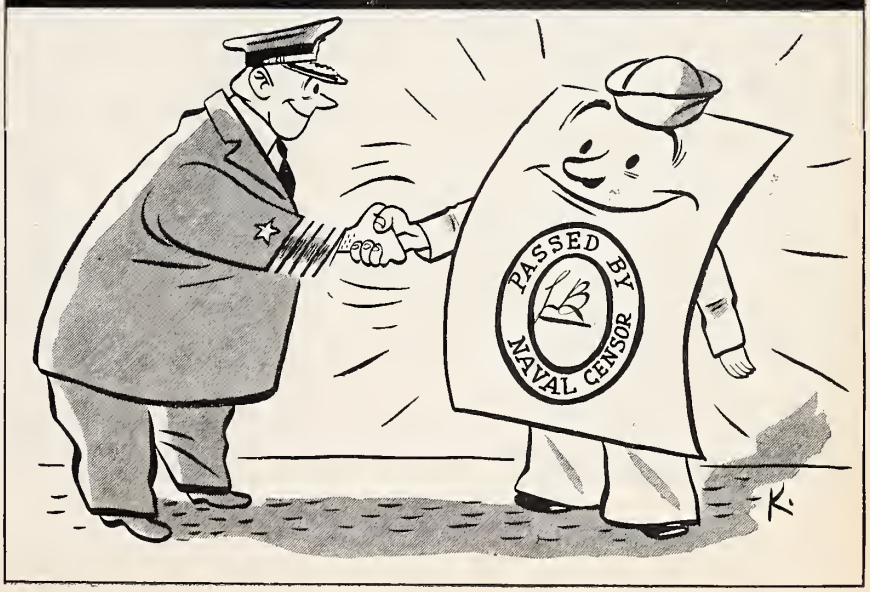
Sailors are ingenious young men. And for some the idea of pulling a fast one on censorship seems to become a fixation. Codes and hundreds of obscure little methods are tried—but without success.

Some of these amateur cryptologists get tricky with the use of numbers and work them into innocent-appearing statements so as to identify a certain port or station. It doesn't get by the censor; he's a cryptologist too. Another device tried in vain is the use of "i"s and "t"s so that the dots and crosses form a code message.

Before you start figuring out new angles on steering around the censor, remember that there are more than 50 ways, listed in Navy Censorship Regulations, to break down your tricks.

But even if the censors didn't have *any* ways to break your code, it still would pay you not to try to avoid censorship—because, when it gets right down to it, censorship is for *your* protection.

. . . Your Letter Will Get This Decoration



CAN DO, WILL DO . . . DID!



Official U. S. Navy photograph

READY TO WORK OR FIGHT: This young American, typical of the jacks-of-all trades who form the Seabees, is en route to the South Pacific.

That's Watchword of Seabees, 2 Years Old And 262,000 Strong

With a thrilling chapter of achievement under fire behind them, the Navy Seabees on 28 December commemorated their second birthday — a new arm of the nation's first line of offense; a force 262,000 strong, skilled in the arts of peace and the newer science of destruction.

The recent bloody encounters at Tarawa and elsewhere in the South Pacific have added glorious passages to their brief history. They now can share with the marines that famous slogan, "The First to Fight."

For slogans, the Seabees have their own. They have emblazoned upon their banners these words: "We Do the Difficult Immediately. The Impossible Takes a Little Longer." Coined first as merely "Can Do," the watchword has now grown to "Can Do, Will Do—Did." The stevedore battalions of this outfit have the motto: "Keep the Hook Moving."

The Seabees are a select outfit. Recruiting to their ranks is now closed, except for officers, who still are sought if they have special qualifications. The Navy already has enrolled the full enlisted complement, and the last Seabee boots are at present completing their training.

Recent news has furnished an illustration of the speed with which they work. Secretary of the Navy Knox told newspapermen that at Tarawa the Seabees disembarked with the first wave, were working while the fighting was going on, and had the airfield in commission with planes taking off four days after the initial attack. The landings in Africa, Sicily, Italy, the Aleutions and those in the South and Southwest Pacific saw the Seabees on the beach with the first outfits. Mr. Knox recalled that one of the first two officers killed at Salerno belonged to the Seabees.

The job of the Seabees is to build advanced bases. At such bases are kept the stores of the fleet. There the fleet refuels, takes on new provisions and additional ammunition.

One of the Seabees' first jobs was to establish fuel bases in the South Pacific, where the convoys carrying troops and supplies, and their protecting naval forces, could refuel on their way to Australia. The Seabees did not create those fuel bases, however, until they had first constructed the gun emplacements to defend them from attack by sea or air.

When the Allied forces in the South Pacific began their drive at New Georgia on the Munda airfield, the Seabees, after landing under fire, helped



SEABEE BATTLE: The drawing above, by a U. S. Coast Guard artist, depicts the dramatic scene on Mono last October when, during the U. S. conquest of the Treasury Islands, a Seabee rolled his giant bulldozer over a live Japanese gun emplacement. The driver, according to a war correspondent's report, approached from the rear, raised the bulldozer blade as a shield against enemy fire, then rolled over the coconut-log shelter, burying its 12 Jap occupants. The official U. S. Navy photograph at right shows the wreckage after the action.



unload supplies from ships. That done, they fashioned a crude corduroy road —the only type possible on the swampy terrain—and over this roadway moved the artillery, the shells, the food, the medical supplies and all the myriad of supply items which made it possible for the Allies in a few weeks to blast the Japs off Munda and pass on to other offensives in the Central Solomons.

Even before a base has been taken by our forces, the Seabees have the job of helping to get the supplies ashore. This involves not only actual unloading, but the fitting together of lighters and the construction of temporary or permanent wharves and other landing facilities. Once the supplies are ashore Seabees must immediately move them off the beach where they are vulnerable to air attack. This requires the construction of storage facilities and bivouac areas. One of the earliest jobs of the Seabees is to aid in setting up defenses. Another is the construction of roads over which supplies may be moved.

Once established on the ground, the Seabees construct the advanced base. The variety of such construction is considerable. It includes airfields, barracks, hangars, machine shops and storage facilities for fuel and supplies of all kinds, including powder magazines and underground storage tanks for aviation gasoline and fuel oil.

Seabees dam mountain streams and pipe fresh water to the base, or set up water purification systems. They install telephone and electric systems, including loudspeaker air-raid warning networks. They set up refrigeration plants and malaria-control works, cantonments and hospitals, and repair facilities to service everything from damaged warships to broken machine guns.

Seabees often are detached and go in small or large detachments or units away from their bases on special work. Thus, the aircraft carrier *Enterprise* was repaired while en route to battle and back, and the Seabees aboard her for that purpose actually were working on the vessel while she was in combat.

There have been several other instances of ships being repaired by Seabees. An outstanding example was the USS *Alchiba* (later awarded a Presidential Unit Citation) which was beached after suffering severe torpedo and fire damage while carrying supplies to the Solomons area. Although first given up and announced as lost, the *Alchiba* was repaired sufficiently to permit her return to a repair base. Seabees played a large part in making those emergency repairs which made possible the eventual saving of this vessel.

As part of their day's work Seabees saved troops from a bombed vessel off Sicily by jamming a causeway between their rescuing ship and the doomed vessel. Over this causeway the men ran to safety. Another vessel was bombed,





SEABEES ON THE TROPIC FRONT: They unload a cargo ship, set up buildings on an island

and a team of four Seabees rescued 90 men from that vessel, pulling them out of the water. Meanwhile Seabees went about their job of unloading supply vessels and also salvaged 100 small boats which had been used in creating the invasion bridgehead.

The salvage dump is a treasure store to inventive Seabees. Faced with the shortage of machinery, they have proved that "necessity is the mother of invention." Such ingenuity had its reward in ice cream for dinner one night in a tropical clearing bounded by sea and jungle.

After unloading the last of a long line of transports, the battalion of stevedore and longshoremen specialists was in the mood for a celebration. The cook took stock:

"We've got some powdered milk, eggs and sugar, so we could have ice cream if you fellows would go a little light on the sugar in your Java for awhile. But you might as well forget it. We don't have an ice-cream freezer."

"Don't take anything for granted," someone yelled back, and the Seabees went scavenging.

One man chiseled the head off a big oil drum. Another found a smaller drum and fitted it into the larger one, with just enough clearance for brine. A discarded brass tubing was wound around a palm stump to make a cooling coil. Fins for the agitator were cut from a big artillery shell, and brazed onto an old steel shaft. With other asserted items, the collection was assembled, polished and tinplated, then hooked up to a dough-mixing machine and refrigerator. In went 10 gallons of the cook's mix, and out came ice cream.

Seabees adapt themselves to whatever materials and supplies are available. Thus, after oil drums had been used in carrying fuel to the South Pacific, Seabees used the empty drums for making culverts along swamp roads, hot-cake grills, trusses to reinforce building construction, buoyants for rafts and even for a small floating drydock, basins, tubs, piping and riprapping; drums were flattened by rollers to make roofing material, filled with sand and used as baffles for buildings.

One chief shipfitter built the following machinery, mostly from the scrap heap:

A 23-inch drill press, made from an automobile transmission, 8-inch channel iron and two bomb-bay screws from a B-17.

A lawnmower, complete with 2-horsepower motor and a set of tires.

A bolt threader constructed from an automobile transmission and a pipe vice.

One of the special Seabee battalions trained particularly for the job of getting supplies from ships to shore at advanced bases has been commended four times—by any Army commander, a naval base commander, a Marine commander and a Navy service squadron commander. One of the naval officers said that the work of this battalion "helped to eliminate one of the principal bottlenecks to the war effort in the South Pacific." When the battalion arrived at a South Pacific base, it found the port congested with a number of ships riding at anchor while unloading, offering tempting targets for Jap bombers. The Seabee specials turned to and got the ships unloaded quickly and sent back to home ports.

Another battalion made possible one of the springboards of attack in the New Guinea offensive last summer by carving an airfield out of a dense tropical jungle under torrential rains in 13 days. During the first 11 days, 16½ inches of rain fell. The fighting builders landed early on the morning of 2 July, and by 0700 the work was under

SEABEES FIGHT A WINTER WAR: They blast up ice in Kodiak Bay, build a base on Adak,









tepping stone to Tokyo, roll a seven-inch Navy gun to its emplacement at a South Pacific base.

way while supplies were still being unloaded. Huge trees had to be dynamited. Bulldozers burrowed their way through dense undergrowth. Work continued 24 hours a day in spite of the deluge and bombing by the Japs. By 14 July a 3,000-foot runway 150 feet wide had been surfaced with a foot and a half of crushed coral rock and was ready for use.

Working under extremely adverse conditions, a group of Seabees in the winter of 1942 recovered and repaired a section of floating drydock which broke loose from its tow during a gale and was threatened with complete destruction on a rocky coast.

The first citation to be earned by a Seabee was awarded for defending construction work in the Solomons in October, 1942. Lawrence C. Meyer, S2c, USNR, of Toledo, Ohio, was awarded the Silver Star posthumously for manning a machine-gun during an air raid and firing on Jap Zeros. Shortly afterward he was killed in action while working on a pontoon barge, loaded with gasoline, which was struck by an enemy bomb.

The Seabees defend what they build —defend their installations with their very lives, if need be. Times have changed indeed from the day the Japs rained fire and ruin upon the relatively helpless civilian construction workers at Wake, Guam and Cavite. Today, the Seabee can grab a gun, a grenade, an antiaircraft shell just as readily as he can use his saw, his wrench or other tools of his craft. Pearl Harbor and its aftermath emphasized the need for just such an organization.

Capt. John R. Perry (CEC), USN, prepared and launched the Seabees plan. For his outstanding work he was awarded the Legion of Merit.

In October, 1941, the Navy Department approved the organization of an experimental construction company of 99 men. This was really the genesis of the Seabees, but it was not until 28 December 1941 that Rear Admiral Ben Moreell, USN, chief of the Bureau of Yards and Docks, officially inaugurated the Seabees. The popular name, however, was not officially adopted until 17 March 1942.

A list of the principal trades and skills represented in a construction battalion usually includes: blacksmith, bulldozer operator, carpenter, concrete worker, construction worker, crane operator, dredge deckhand, quarry driller, electrician, engine operator, excavation foreman, dredge fireman, gas and Diesel engine repairman, labor foreman, launchman, dredge mate, mechanic, oiler, shovel operator, painter, piledriver foreman, pipefitter and plumber, pipelayer, powderman, rigger, road-machine operator, sheet-metal worker, coppersmith, steel worker, telephone man, truck driver, water tender, welder, wharfbuilder, baker, barber, boatswain, chainman, chief of party, cook, chauffeur, clerk, diver, draftsman, instrumentman, mail clerk, photographer, rodman, sailmaker, steward and storekeeper.

On their second birthday the Seabees received congratulations from many notables, including Secretary Knox, Admiral Ernest J. King, USN; Rear Admiral Moreell and Lt. Gen. (now General) Thomas Holcomb, USMC.

But the highest praise came from President Roosevelt, who said:

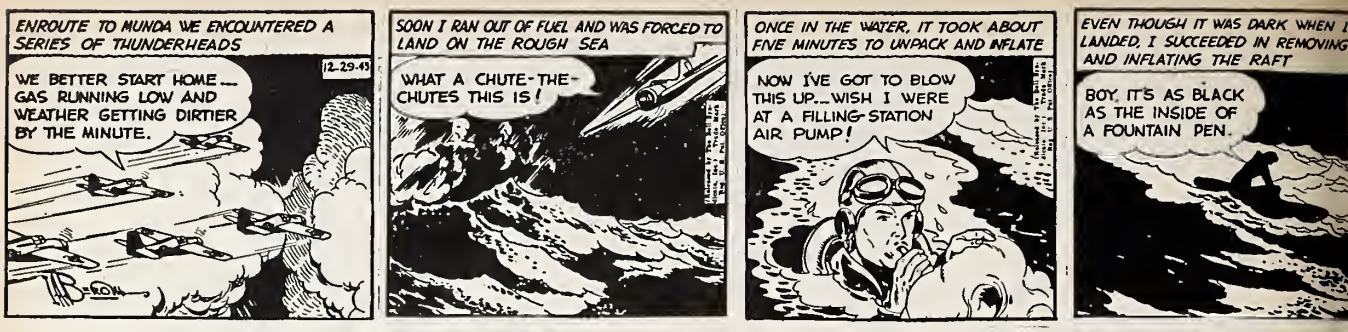
"I have followed with personal interest and admiration your record of achievements at home and on all our fighting fronts. . . . Your war effort is outstanding because you accomplish three great purposes which enable our fighting forces to carry on the offensive. You build, you fight, and you repair. You are prepared to repeat the operation whenever necessary—you go forward together. I congratulate you and wish you good luck and God speed."

ay a landing strip for planes and fill sandbags for a machine-gun emplacement at Amchitka.

Official U. S. Navy photographs







Survival in the South Seas

The Story of a Naval Aviator's 20 Days on a Raft, With Notes by BuM&S on What He Did to Keep Himself Alive

By Lt. (jg) GEORGE H. SMITH

On 14 July my flight took off from Guadalcanal at 1330 for a routine combat patrol over Rendova and Munda. We were flying Grumman Wildcats. En route to Munda we encountered a series of thunderheads that were so well developed that we could neither go over nor under them. We were, however, able to circle the storm to the south, and arrived on station one hour late.

Though our mission was combat patrol, we found it necessary to start home almost immediately, for we had barely enough gas to get us home by skirting the storm to the south as we had done coming in. We decided that it would be best to fly "on the water," following the coast of New Georgia as far as possible, then go "on instruments." Flying through the clouds on instruments, we hoped to break out by the time we got to the Russell Islands.

My compass, unfortunately, was not working, so my only hope was to fly wing on someone whose instruments were all intact. Shortly after entering the clouds at the eastern end of New Georgia, our formation dispersed and every man was on his own. It would have been foolish for me to continue on instruments with a compass I couldn't depend on, so I returned to Rendova. I decided to try to go around the storm to the south and possibly get close to the Russell Islands before running out of fuel and facing a landing in the water. I followed that plan, but the storm had moved farther south, and when I came down in the water at 1900, I was between 50 to 70 miles south of the Russell Islands.

Landing a Wildcat on the ocean is like dropping a pebble on the water. The water impedes its progress, but it continues to go down. After the belly of my plane hit the water, the plane went forward 15 or 20 feet, then nosed down for Davy Jones's locker.

Fortunately, I was prepared. I had the hood locked open, and I had an extra canteen and an extra emergency kit on my parachute harness. My shoulder straps and safety belt were drawn as tight as I could get them. When the plane stopped its forward motion, I disengaged the safety harness, kept my parachute buckled on me, gave a hard push with my legs and went about five feet up to the surface

My rubber raft was of the small, one-man, seat-pack type that is an integral part of the seat-type parachute. Once in the water, it took about five minutes to unpack and inflate the raft. It was dark when I landed on the water but, despite that fact, I finally succeeded in removing and inflating the raft. I dumped my heavy, water-soaked parachute pack into the raft and painstakingly worked myself aboard, being careful all the while not to capsize the raft and run the risk of losing it in the dark. Completely exhausted, I lay athwartships for almost five minutes, vomiting up the sea water I had swallowed during the struggle in the water. When I was sufficiently rested, I worked myself farther into the raft and assumed the sitting position from which, but for a very few exceptions, I was not to stir for 20 days.

> This naval aviator's experience in the South Pacific attracted considerable attention when it was used as the basis for a sequence in the comic strip, "Don Winslow of the Navy." His informal report is reprinted here in main, with several panels from the comic strip used by permission of Bell Syndicate, Inc., and with interpolated comments (in italics) prepared by the Bureau of Medicine and Surgery as a guide to other personnel who may find themselves similarly at sea.

The night air blowing through my water-soaked clothes gave me a chill, but I shivered for nearly two hours before I finally weakened and decided to unpack my parachute for a blanket.

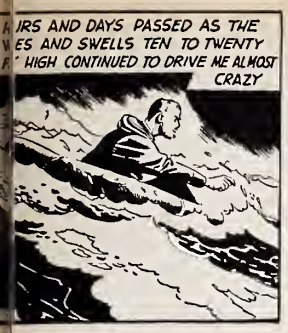
(*This is an example of why the Navy is so interested in exposure suits. The Naval Medical Research Institute is working on a suit which will meet these needs. Lt. Smith's experience also shows that a tarpaulin to serve for protection and for collection of rain water should be a part of all raft equipment. Extra pieces of his parachute might have been used as a sea anchor.*)

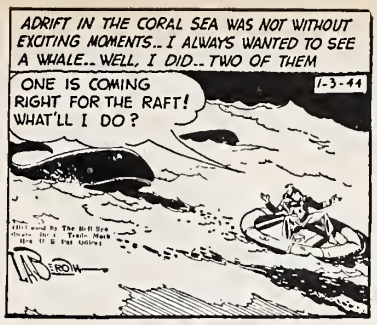
Once unpacked, the chute was so big and clumsy that there was not room in the raft for all of it. I therefore cut off half the shroud lines and stowed them in the raft against possible future need, and cut off the top half of the canopy to use as a blanket. The rest I tied in a bundle, secured to the raft with an eight-inch length of shroud line, and, along with the pack and harness, threw them overboard.

By this time, the moon was well above the horizon. It was a friendly, full moon, which I was destined to observe through one complete phase before it should finally disappear and leave me lost and lonely amidst endless black nights. I decided to try to get a little sleep. Unable to lie down in the little raft, I devised a method of sleeping in the sitting position. I tucked my parachute silk under my feet, pulled it back over my knees and over my head, then tucked it in behind me. The silk would then support my head, throwing the weight against my feet. Even with that device, I was unable to get more than two or three hours of sleep each night. The waves and swells were consistently 10 to 20 feet high. As soon as I would doze off, a wave would break over the boat and wake me up. Then I would bail out the water, doze again, another wave, and so on into the night.

The days were hot, the nights were cold, and the wind and waves were merciless. To combat the heat of the day, I kept my flight suit, helmet, shoes, sun glasses and even my gloves on. I made a mask out of parachute silk for my face. As a result I suffered very little from sunburn. My light brown hair bleached to a pale yellow despite my helmet's protection.

(*This was the very best thing he*









could have done. Use of this improvised mask was an excellent idea. Sunburn cream would have becn most useful. The Navy has an effeetive sunburn cream whieh will bc standard equipment soon.)

The wind and waves presented a much more difficult problem than the sun. I kept my sea anchor out so the raft would ride "bow-into-the-waves." At night, my parachute silk reduced the shock of being hit by breaking waves, but it did not keep me dry. The constant pounding of the waves was nerve-wracking. I soon started cussing at them. The cussing gave way to screaming, and then I got hold of myself. I stopped and prayed for strength to withstand the merciless pounding.

I carried morphine syrettes in my emergency kit for relief from severe pain. When my nerves seemed near the breaking point, I used the morphine to give me relaxation. When I was under the influence of the dope, the pounding of the waves ceased to irritate me. I resorted to it on three different occasions, all at night.

(*This was wise use of morphine syrettes and this shows thc reason why they should bc in every emergency kit.*)

The three weeks that I spent adrift in the Coral Sea were not without their exciting moments. I had always wanted to see a whale, and during the first week that wish was fulfilled six times. The first appeared on 16 July. I heard a noise like large rollers breaking on a beach. Looking in the direction of the noise, I saw two whales of the sperm whale or blackfish type. One was coming right toward my raft. He would roll on the surface of the water, blow, then submerge for almost 100 feet before coming to the surface to roll and blow again. I tried to paddle out of his way, but could make no headway in the heavy sea. I thought of shooting him with my pistol but soon realized that I could not kill him with such a small weapon and that the shot would just enrage him. I put my pistol and paddles away, checked to see that all my equipment was secured to the raft, inflated my "Mae West" and waited for the crisis.

(*It is of utmost importanec to secure all gear to the raft as soon as possible.*)

The whale came to the surface, put his nose against the starboard side of the raft, pushed it about 10 feet through the water and then slid under the boat. He was about 40 feet long and, as he slid under me, every inch of the 40 feet seemed like a mile. The water was clear as a crystal ball, and I watched that huge mammal submerge to the port side of the raft. He continued on his way, rolling and blowing as he went.

At dusk on 18 July I heard a very violent splashing off my port beam. On closer observation I saw what appeared to be a fight between a marlin and a mackerel. The marlin was seven or eight feet long, had an 18-inch "spike" and apparently was trying to catch the 30-inch mackerel. The fight was one of the most violent actions I have ever witnessed. The two fish came directly toward my raft and the last time they jumped out of the water and splashed back in they were just three feet from me. I had visions of the marlin's "spike" piercing my raft and leaving me on the ocean without a seat. God must have been with me, for the fish disappeared and I didn't see them again.

On 20 July I saw the first of many Japanese planes that I was to see before being rescued. I drifted on course of about 300 degrees deep into enemy waters. A few enemy planes passed directly over me as low as 500 feet but failed to see me. I saw an average of one plane a day from then on, some friendly, some enemy, and others too far away to be recognized. I signaled some with tracer ammunition from my .45, with a mirror which I flashed in the sun, and with sea-marker dye. But not a one was to see my signals until 1 August.

(*Proper use of the present signaling mirror could hardly havc failed to attract attention. It is deadly accurate when it is used properly. Lt. Smith probably had no signaling mirror.*)

On 24 July I saw the first shark.

Ordinarily the sea anchor held the bow of the raft into the waves, but around 1330 on this day I noticed that I was riding sideways up the waves. A fish line which I had secured near the center of the starboard side of the raft was taut and drawn out at a 90-degree angle to the side of the raft. Suddenly the fish line snapped, the raft swung back to its usual position, and a shark's fin broke the surface of the water. He swam under the raft and with his dorsal fin cut a fish line that I had secured to the port side. Thinking a dead shark would float, I tried to shoot him. The bullet struck home. The shark jumped from the water, then floundered and sank. The same thing happened when I tried to shoot a mackerel, so I decided not to waste ammunition on fish.

On 28 and 29 July half a dozen sharks were with me day and night. Only one, however, made an attempt to attack, and it was a small one about four feet long. Most of those that I saw were at least six or seven feet in length. My lone would-be attacker rolled over on its side and turned almost belly-up to get into position to bite. I could see its curved mouth, ugly teeth and beady, pig-like eyes.

But again God was with me. My enemy failed to carry through his attack.

(*This indicates the desirability of a really effieient shark repellant, upon which much work is now being done by the Navy's research men.*)

At dusk on 29 July a huge wave threw the raft end-over-end. Luckily I had all of my equipment securely lashed to the raft and the raft itself was secured to my body by a 12-foot length of shroud line. I had seen sharks less than half an hour before, and now I thought of the possibility that they were lurking unseen in the black water.

At one point in my training I had been told that sharks were cowards and that they would hesitate to attack a man that moved about violently; so I kicked and splashed with all my might while I righted the raft.

(*This proccdure was exaetly right.*)

I succeeded in getting aboard with little difficulty and was happy to find not a single article of equipment lost.

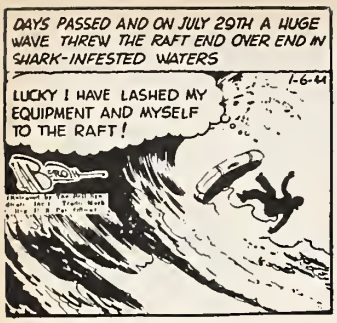
When I landed on the sea, I had two days emergency rations with me. These included six small cans of pemmican, three chocolate bars, a small jar of malted milk tablets, some multiple vitamin tablets, some vitamin B1 tablets and about three pints of water. I didn't eat a thing the first day.

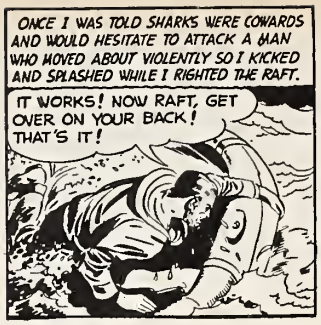
(*Shipwreeked personnel almost invariably do not dcsire to eat or drink for the first 24 hours.*)

The second day I decided to ration my food to make it last at least 12 days.

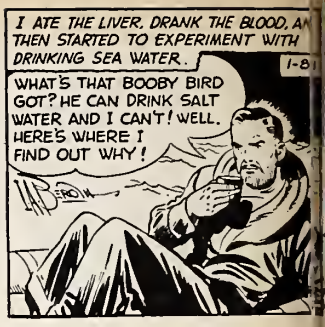
(*It is vcry wise to ration food as Lt. Smith did.*)

I allowed myself, therefore, four









mouthfuls of water each day, half a chocolate bar, which I alternated every other day with one can of pemmican, two malted milk tablets, one multiple vitamin tablet and one vitamin B1 tablet.

On the fourth morning I found an eight-inch fish in my sea anchor. I didn't know how it had gotten there, but that didn't worry me. I took it out and ate it raw.

All attempts to wring moisture out of the flesh failed.

(*The "fish juice fable" is still unfortunately found in many pamphlets for the shipwrecked. It has been proved impossible to wring by hand any appreciable moisture from fish.*)

I tried to cut the meat into small squares and wring it out in parachute silk. The silk became oily, but it wasn't enough even to moisten my tongue. Then I tried wringing it out in gauze with the same lack of results. I took some of the flesh and put it between the rounded sides of two canteens, squeezing and rolling to get a wringer action, but this, too, was ineffective.

On several occasions I speared fish with my sheath knife, for that was the only way I could catch them. They refused to take the baited hooks I hung on lines on the side of the raft. Tiny minnows appeared under the raft during the first few days and stayed there until I was rescued. I made a seine out of mosquito netting, caught some of the minnows and swallowed them alive. I had always ridiculed the college boys who gained notoriety by swallowing live gold fish, but I guess now they must have been hungry—because it can be done if a fellow is hungry enough.

(*Sharp bones and scales make it inadvisable to swallow live fish.*)

I kept my .45 in fairly good condition by "field stripping" and cleaning it every day. At first I lubricated it with sea water. After the first week I greased it with fatty tissue from birds.

I shot many birds during the 20 days, most of them "brown boobies," goose-like birds with a five-foot wing span. I ate the liver and drank the blood. The rest of the meat was not as palatable as the liver, but I cut it into very small pieces, chewed them and swallowed them whole. I had to force it down, but I knew in my mind that my body was getting nourishment.

(*The drinking of the blood of birds or fish is advised because it adds fluids to the body as well as nutrition.*)

When I shot the birds late in the afternoon, after they had been fishing all day, they had fish in their throats. These fish were predigested to some extent. The stomach juices had started to work on them and the meat was tender. I could pull it away from the bones, chew it and swallow it. It tasted as though it had been partially cooked. It was perhaps the best thing I had to eat outside of my regular rations.

Before I ran out of fresh water, I decided to experiment with drinking sea water. I tried to rig a distilling apparatus out of two canteens, but it was unsuccessful. I tried iodine in the water but that, of course, did not work. I didn't expect it to, but I had nothing to lose by trying. I even tried putting sulfanilamide in the water. Not being a chemist, I thought by some miracle that it might precipitate the salt. It did not.

My malted milk tablets were in a small jar with a metal cap of the "screw-on" type. I rigged a valve on the cap that would open under pressure. Securing the bottle to my fish line, I lowered it into the water. The valve opened at about a 40-foot depth and admitted water. I had two reasons for doing this. First of all I thought that the water at that depth, being under terrific pressure, might not have as much salt in the solution as the water at the surface and I might be able to drink it. Secondly, I thought that it might be colder than the water at the surface and that the bottle might sweat in the sun, like a pitcher of ice water, allowing me to lick the sweat off the bottle. Both assumptions were false and the experiment was entirely unsuccessful.

One day I saw a "booby bird" land on the water, dip its long neck under the surface and take a drink. It made me angry. I couldn't understand why the bird, which was only flesh and blood like myself, could drink sea water which I could not. I shot the bird, retrieved him quickly and cut him open to trace the course of the water through his digestive system.

There wasn't a thing unusual about it. The water just went in his mouth, down his throat and into his stomach.

Around the intestines of the "booby birds" I found a handful of fat, which I used for greasing my gun. One day the thought occurred to me that I might grease my mouth with the fat and get sea water into my stomach without tasting the salt. I did that. I greased my mouth, swallowed some to grease my throat, esophagus and stomach, and drank sea water until the grease was washed away. For five days I drank a pint of water each day without ill effects. One night, when my raft capsized, I swallowed enough salt water to become nauseated. When I got back on the raft, I felt like vomiting. I got out some of the bird's fat and swallowed it, and my stomach was settled immediately.

(*The Bureau of Medicine and Surgery strongly advises that this procedure NOT be followed. A complete article on the subject will be presented in a forthcoming issue of the* INFORMATION BULLETIN.)

On the night of 26 July it rained continuously all night. I laboriously filled my canteens. I caught the rain water in my sea anchor but couldn't put it into the canteen because of the rough sea.

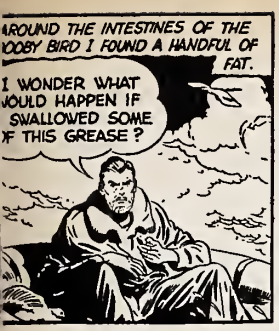
(*Another example showing the need for a tarpaulin, preferably with a tube so located that water might be poured from it into a canteen.*)

I finally solved the problem by putting the water in my mouth, then filling the canteen like a mother robin feeding its young. When the canteen was full, it was still raining and I caught another cup of water. I didn't want to waste it, so I drank the rain water, thus ending the sea-water experiment.

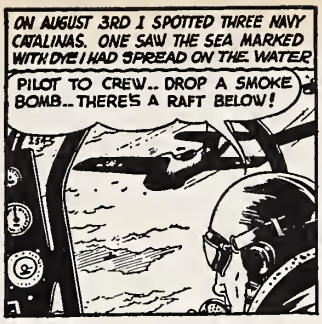
(*It is very desirable for survivors to drink all the rain water they can because, in cases of dehydration, water is absorbed and stored in the tissues instead of being given off by the kidneys as when the body has been receiving its normal water supply.*)

On 1 August at 0900, after I had seen nothing but Japanese planes for several days, a New Zealand land-based Lockheed Hudson passed very close to me. The tail gunner saw my sea-marker dye spread on the water.

The plane turned, made a wide circle and flew down close to the raft. For the first time in my life, and I hope the last, I cried for joy. The New Zealanders circled for about one hour. I was afraid they would check my position and leave without dropping supplies, and, frankly, I was getting pretty hungry and thirsty by this time. I put on my rubber paddles, leaned back in the raft, and signaled









in semaphore the letters E-A-T. They made another wide circle, and then dropped an inflated life jacket with supplies attached. The bundle hit the water about 30 feet from my raft. I paddled to it and found Army-type emergency rations, a canteen of water, a map marking my position, ammunition for my .45, a waterproof flashlight, first-aid equipment, a Very pistol and star shells, and other useful items. I was hungry but I ate sparingly, not knowing how soon I would be rescued.

(*It is always wise to conserve rations.*)

The New Zealanders flew by once more, wobbled their wings, and headed for home.

I watched for a rescue plane the rest of that morning and all that afternoon, but none appeared. I watched, waited, hoped and prayed all day of 2 August, but there was no rescue in sight.

About 2300 on 2 August my raft capsized again. Being rather weak by this time, it took me about 15 minutes to turn my raft over and get aboard. During the struggle I lost my parachute-silk blanket and a pencil I had been using to keep a log. I was in misery the rest of the night. It was then that I realized how much warmth the parachute had provided.

(*This shows the necessity of securing all gear to the raft as soon as possible.*)

3 August was a dreary day. Mist and thunderstorms were all around me. I didn't expect rescue. I was convinced that I had drifted so far out of position that the rescue planes couldn't find me. I was, therefore, a surprised and happy man when, at 1100, I spotted three Navy Catalina flying boats approaching me. Two passed within half a mile but failed to see me. The third passed directly overhead and saw the sea-marker dye I had spread on the water.

He dropped a smoke bomb to mark my position and called the other planes back, and all three circled the raft. The waves and swells were 10 feet high. It would have been a rough sea for any craft, let alone a flying boat.

Two of the planes lowered their retractable wing floats and made an attempt to land. Both pilots decided, upon closer observation of the waves, not to risk setting down on such a choppy sea. About that time I drifted into a rain squall and the rescue planes lost sight of me completely.

The third pilot was a little more adventuresome than the others. Although he could not see me, he decided that, if one of them did not land on the water in that vicinity, they would probably never find me again. He dropped his depth charges and about 800 gallons of gasoline to lighten the plane and made a power-stall landing on the water.

His starboard wing float hit a swell as he was landing and started to spin the plane to that side. Quick as a cat, the pilot hit the throttle on the starboard engine, and kicked the rudder and stick to port. The lumbering Catalina straightened out and dropped into the sea. A wave broke over her and smashed the port gun blister, filling the after compartment with water. The plane remained afloat, however, and the crew bailed out the water as it taxied into the rain squall where I had disappeared. After taxiing about two miles, they found me, gorging myself on the last of the rations that had been dropped to me on 1 August.

Despite the Catalina's precarious position on a heavy sea in enemy waters, I for one was in the lap of luxury.

I stretched out on a dry bunk, pulled a warm blanket over me, drank some fresh water and smoked a cigarette while one of the crewmen fixed me two tumblers of grapefruit juice, a couple cups of coffee, two big steaks and a large dish of peas.

The sea was so rough that the pilot decided not to risk a take-off at that time. He asked me if the water ever got any smoother out there, but I couldn't offer him much encouragement. Although the waves were running at least 10 feet high, it was my smoothest sea since 14 July.

We stayed on the water all that afternoon and all that night. The plane weathercocked into the wind and the swells constantly hit the wing floats from the side. The Catalina creaked and groaned like an old haunted house. The waves engulfed the bow of the plane and broke against the hull. It was a tribute to our aircraft engineers that such a light structure as the hull of an airplane managed to withstand the merciless pounding of a heavy, angry sea.

I was indescribably grateful for companionship, and the courageous crewmen kept up a continual conversation with me despite seasickness.

At dawn of 4 August the navigator reported that we were 100 miles due south of the enemy air base at Kahili on Bougainville. The waves were still 10 feet high, but the pilot decided to attempt a take-off nonetheless. He reasoned that, if we stayed on the water, the plane would break up in the heavy sea. And the possibility of Jap strafing was always a threat. He felt that he had a 50-50 chance of getting the plane airborne. If the take-off failed, we would all be in the water that much sooner.

The take-off was successful! The cumbersome plane bounced off the top of one swell and spanked onto another, knocking some rivets out of the hull. It bounced into the air about 10 knots slower than it should have been to be airborne, but again the pilot's skill saved our lives. No one but an expert pilot could have held that plane in the air without spinning. Ours was an expert, and we remained airborne.

Before taking off, the crew had lightened the ship by throwing every bit of loose gear overboard, saving just a very few rounds of ammunition for an emergency.

After we had been airborne about ten minutes, three more Catalinas appeared and escorted us home. They had come out to search for their lost plane. I was taken to a field hospital on Florida Island.

Though my rations were meager, I had been able to keep my body in fairly good condition. I lost 20 pounds during the 20 days and suffered somewhat from pressure sores that developed on my elbows, back and buttocks. On the raft, my feet were wrinkled and white from constant immersion in salt water. After I was rescued my hands, feet and ankles began swelling.

(*Cramped quarters are bad but unavoidable on a one-man raft. This swelling of the feet and ankles was due to immersion and the dependent position of the legs.*)

When the rescue plane hit the beach, I was unable to walk. There was absolutely no feeling from the waist down.

After three days in the field hospital, I was strong enough to go on. I shaved off my beard and started my long trip home.

BUREAU OF
NAVAL PERSONNEL
INFORMATION BULLETIN

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FEBRUARY 1944 NAVPERS-0 NUMBER 323

Will We Be Cared For?

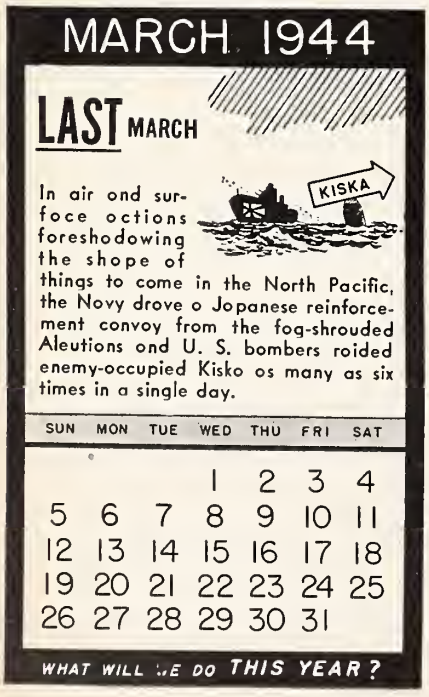
There has been a lot of talk lately to the effect that a man discharged from the service is left to shift for himself, and that the country for which he risked all and gave much doesn't even appreciate him when it comes right down to it.

How wrong this is may be seen not only from the multitude of proposals now before Congress (including mustering-out pay now being passed) but from the whole catalogue of benefits already on the statute books. These benefits, described in the article beginning on page two of this issue, belie the charge made—even if there never were another benefit approved. It is a revelation even to one familiar with such benefits to see how many there are, and how varied they are, when they are gathered together as in this article.

We think the description in the article of the Navy's plan for men disabled in service is indicative too. By this plan, all Navy paperwork involved in starting benefits for a disabled veteran will be completed *before the veteran is allowed to leave the hospital.* Provisions of this kind show how the problem is viewed.

As a matter of fact, all the planning now going on regarding the whole question of demobilization after the war is the best evidence that the service and the nation are interested—because consideration for the men and women who are to be discharged is fundamental to the whole approach to the problem.

We can be sure we will be taken care of. And with our minds at rest on that score, we can get on with winning the war.



Quotes of the Month

- *General Eisenhower:* "One thing I can tell you. We will win the war in Europe in 1944."
- *Russian Gen. Rovososky:* "I fought the (Nazi) fathers and now I'm fighting the sons, both in this war. And I honestly believe the fathers were better fighters."
- *Hirohito:* "The future of the war situation permits absolutely no optimism."
- *Hitler:* "There will be no victors in this war. Merely the survivors and the annihilated."
- *Gen. Arnold:* "For us it is the end of the beginning. The beginning of the end is at hand."
- *Goebbels:* "1944 will be a dangerous year, containing riddles upon riddles."
- *RAF bomber pilot after Berlin raid:* "The flak was so thick we could have stuck our wheels down and ridden on it."

LETTERS
TO THE EDITOR

This column is open to unofficial communicotions from within the Noval Service on motters of general interest. However, it is not intended to conflict in any way with Novy Regulotions regarding the forwarding of official mail through chonnels, nor is it to substitute for the policy of obtaining information from the local commanding officer in oll possible instances. Answers to correspondence oddressed to the Editor will be through this column only.

TO THE EDITOR:

I don't want to be a dummy when I go on leave . . . On what arm are rating badges properly worn in the Seabees?—L. V., GM1c, USNR.

• *Petty officers of the seaman branch in the Seabees wear their rating badges on the right sleeve, all others on the left sleeve.*—ED.

TO THE EDITOR:

What is your authority for the illustration in "Summary of Ranks and Rates of the U. S. Navy" (INFORMATION BULLETIN of May, 1943) showing the officer crest upon the cap of an aviation cadet?—A. H., Aviation Cadet.

• *The Information Bulletin was correct at the time, but uniform regulations for aviation cadets were changed effective 18 November 1943. Cadets now are issued garrison caps with an embroidered V-5 device on the left side. Cadets who were issued the officer-style caps may continue to wear them during their training.*—ED.

TO THE EDITOR:

There apparently is some confusion existing regarding the proper insignia to be worn by officers of Class H-V(S). On some stations these officers wear the Medical Corps oak leaf and on others, the Hospital Corps caduceus. Which is correct?—W. D. S., Ens., USNR.

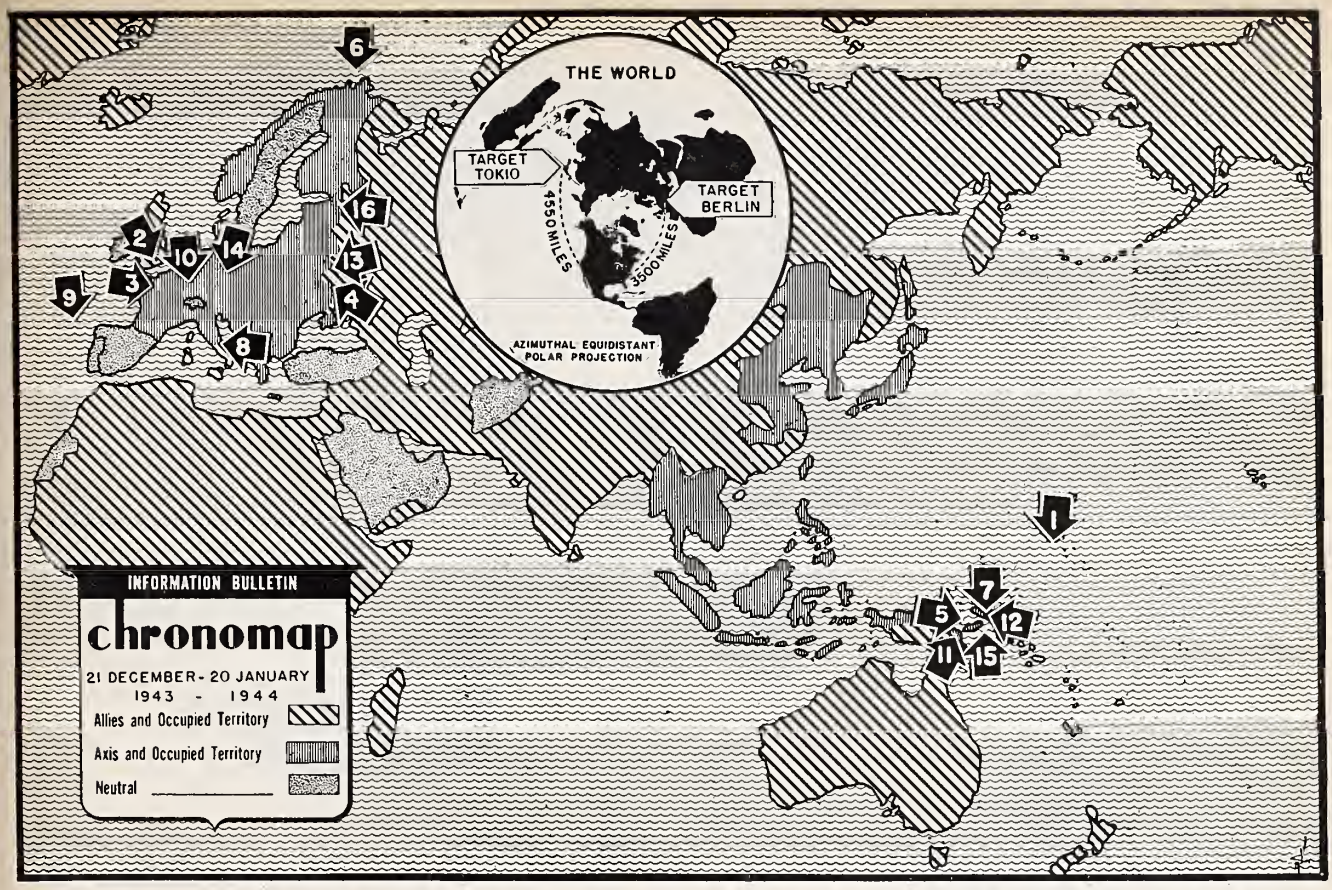
• *The caduceus (Uniform Reg. 16-12).*—ED.

TO THE EDITOR:

In your article on "The Salute" in the January issue, it is indicated that the only time an officer salutes an enlisted man is when awarding him a citation or medal. For the sake of a number of men at this unit who have gotten into a heated argument, the question is asked: does an officer salute, at all times, any enlisted man wearing the Congressional Medal of Honor?—S. E., Ylc, USCG.

• *The legend that an enlisted man wearing the Congressional Medal of Honor rates a salute from everyone, regardless of rank, is one of those durable legends that persist in both Army and Navy, and the custom apparently*

(*Continued on Page 48*)



1. 23 Dec. through 20 Jan.—Army, Navy bombers blast Jap strongholds in Marshall, Caroline Islands.
2. On 24 Dec.—Gen. Eisenhower and staff named to lead invasion of Europe.
3. On 24 Dec.—Three thousand U.S. and British planes blast Nazi "invasion coast."
4. On 25 Dec.—Red Army launches huge offensive west of Kiev.
5. On 25 Dec.—Marines seize beachheads on both sides of Cape Gloucester, occupy Long Island in Vitiaz Strait.
6. On 26 Dec.—British Home Fleet units sink Nazi battleship *Scharnhorst*, save Russia-bound convoy.
7. On 26 Dec.—Carrier-based planes sink Jap destroyer, two cargo vessels at Kavieng.
8. On 28 Dec.—Ortona falls to advancing 5th Army in Italy.
9. On 27-28 Dec.—Three Nazi destroyers and a blockade runner sunk by Allied planes, ships in Bay of Biscay.
10. On 31 Dec.—Final Allied air raid of December sets record total of bombs dropped on Europe in month.
11. On 1 Jan.—Allies land behind Jap lines at Saidor.
12. On 3 Jan.—Two heavy Jap cruisers and a destroyer hit at Kavieng by bombs, torpedoes from U.S. carrier planes.
13. On 6 Jan.—Red Army drives 10 miles into territory of pre-war Poland.
14. On 12 Jan.—Greatest air battle in history fought over Germany as U.S. bombers smash targets at Oschersleben, Halberstadt and Brunswick.
15. On 19 Jan.—Eight Jap ships sunk or damaged by Allied planes in daylight raid on Rabaul.
16. On 20 Jan.—Red Army opens drive near Leningrad.

THE MONTH'S NEWS

(Period of 21 December through 20 January)

Invasion Plans Completed; Russians Drive into Poland; Two German Defeats at Sea

The War

The blueprint for the invasion had taken shape, and the timetable was figured out. The military leaders who will direct the greatest action in military history were named. Last month a fighting force of incredible size was geared to strike straight into the heart of Nazi-controlled Europe.

Meanwhile, pressure was increased on the existing walls of Fortress Europe. The Russian Army drove deep into pre-war Poland. The American and British armies hacked closer and closer to Rome, Germany suffered two important sea defeats within three days. The daily Allied air blitz made a shambles of Berlin and other once-proud German cities. All these blows were a prelude to the actual invasion.

Supreme commander of the invasion forces will be America's General Dwight D. Eisenhower, conqueror of Tunisia, Sicily and southern Italy. Under Gen. Eisenhower are assembled nine military leaders carefully chosen and named for their special abilities and recent war experience and records. They are:

Deputy supreme commander, Air Chief Marshall Sir Arthur Tedder, former commander of the Allied Mediterannean air forces; commander of U.S. naval forces, Admiral Harold R. Stark, USN, former Chief of Naval Operations and organizer of our two-ocean Navy; British First Sea Lord Sir Andrew Browne Cunningham, former Allied naval commander in the Mediterannean; Lt. Gen. Carl A. Spaatz, chief of Army Air Forces in Europe since 1942; Air Chief Marshall Sir Arthur T. Harris, RAF bomber commander; Maj. Gen. James H. Doolittle, hero of the Tokyo raid and new commander of the U.S. 8th Air Force; British Air Marshall Trafford Leigh-Mallory, RAF fighter command chief and veteran of the Dieppe raid; Gen. Sir Bernard L. Montgomery, hero of North Africa, who will command British ground forces; Admiral Sir Bertram Ramsey, naval

planner in the Mediterannean and North Africa; and Lt. Gen. Omar Bradley, veteran of the Tunisian campaign, who will command American ground forces.

As a prelude to the day when these leaders will coordinate their diverse and complicated attack, the American and British air forces last month launched an almost daily and unprecedented air pounding of Germany and military targets on the continent.

On 21 December, Bremen and Frankfort felt the impact of the first of a long series of "record" raids. Three days later some 3,000 American and British planes smashed and blasted at the gun emplacements along the invasion coast. Berlin, previously reported one-third destroyed, was pounded again and again. By the last day of December, a record 11,000 tons of Allied bombs had been dumped on European targets.

On 12 January the greatest air battle in history took place in German skies. Our losses totalled 64 planes, but the important airplane factories at Oschersleben, Halberstadt and Brunswick were destroyed and crippled in what was described as a "truly remarkable victory."

The month also saw the development of new navigational instruments which made possible the effective bombing of German targets despite the poor visibility, clouds and storms of European winter. Said one air general:

"For us it is the end of the beginning; the beginning of the end is at hand." Lt. Gen. Ira C. Eaker reported that during 1942 his 8th Air Force had shot down 4,100 Nazi warplanes. General H. A. Arnold confidently predicted that our air forces would nullify the Luftwaffe and make invasion as cheap in human lives as is possible.

With much of their air forces drawn from Russia to counter the stepped-up Allied air offensive, Germans on the Eastern Front were battered and thrown back by the Red Army, which on 6 January drove 10 miles into old Poland. Two weeks later the Red Army was 60 miles into Poland and had launched another important offensive on the Leningrad front.

The juggernaut which drove the Nazis from one section of Russian soil got under way west of Kiev on 25 December with a 14-mile push. Thousands of German officers and men helplessly surrendered on the frozen wastes near Vitebsk. At Gorodok, more thousands of troops surrendered without any effort to defend themselves. On 30 December a 185-mile Nazi defense line crumbled west of Kiev. The German army was in such hurried retreat that the advancing Russians found New Year's dinners still on barracks stoves.



Target for 1944

By 20 January the Russians were threatening to split the northern and southern German armies as they cut the Leningrad-Novgorod railway and pressed nearer the borders of Rumania. The entire Nazi Ukraine army was imperiled.

There was defeat and bitter loss for the Nazis in the winter twilight of the Arctic Ocean, too. On 26 December the 26,000-ton battleship *Scharnhorst* engaged a large Allied convoy bound for Russia. The raider was soon pocketed between escort cruisers and a protective force which included Britain's mighty *Duke of York* (see "The War At Sea," communique of 28 December, page 43). A running battle sent the *Scharnhorst* to the bottom. The convoy was unharmed.

The same week, even as Germany was announcing the loss of the *Scharnhorst*, came another important Nazi sea defeat. Three Nazi destroyers and an important blockade runner were destroyed in the Bay of Biscay (see "The War at Sea," communique of 29 December, page 43). An indication of the importance of the blockade runner, reportedly from Japan, was given by the fact that the three destroyers sunk were part of a total of 11 sent to meet the runner.

Another month of winter fighting in Italy carried the U.S. and British forces to the gates of Cassino. Rome was reported isolated by our air forces as the Allied armies fought bitterly forward.

On 28 December Ortona fell to the Allied forces after one of the bitterest and bloodiest struggles of the campaign. The Nazi rearguard turned the city into "another Stalingrad," burying tanks in cellars and digging in for a desperate, hopeless stand. The city was almost entirely destroyed. Meanwhile, Allied planes from southern Italian fields continued their attacks on northern Nazi bases, enemy-held island posts and the Balkans.

In the Central Pacific, our Army and naval forces struck hard from the skies at the Japanese strongholds

CASUALTY FIGURES

Casualties among naval personnel through 20 January totaled 36,350. The totals since 7 December 1941:

	Dead	*Wounded*	*Missing**	*Prisoners**	*Total*
U. S. Navy	12,037	3,146	7,790	2,335	25,308
U. S. Marine Corps	3,233	4,527	692	1,948	10,400
U. S. Coast Guard	319	78	44	1	442
Total	15,589	7,751	8,526	4,284	36,150

* A number of personnel now carried in the missing status undoubtedly are prisoners of war not yet officially reported as such.

in the Marshalls and Carolines. The softening up of these outposts continued on daily schedule as heavy Army and Navy bombers blasted away at installations on Kwajalein, Mille, Jaluit and Maloelap in the Marshalls and at Kusaie in the Carolines.

The Japanese in the South Pacific were also being pushed and battered from land, sea and air. On 25 December marines established beachheads on both sides of Cape Gloucester and occupied Long Island in Vitiaz Strait. On 1 January Allied fighters were landed at Saidor, behind the Jap lines in New Guinea. The MacArthur forces were moving ever nearer to Rabaul, last major Jap stronghold in the islands.

Planes and naval units blasted Jap shipping at Kavieng and Rabaul. Three Jap destroyers were probably sunk and numerous cargo ships and large freighters were sent to the bottom in a series of raids on these bases.

General Joseph Stillwell returned to Burma, 10 January, for another inspection of the area where, 18 months previously, his forces "got a hell of a beating." This time he found trained Chinese troops striking hard at Japanese outposts in preparation for the reconquest of Burma.

The Army also announced that Pacific air transports were now supplying China with more supplies than ever were carried over the Burma road. The transport service is on a 24-hour shuttle. There was more good aviation news: The Navy announced that the new Curtis Helldiver lived up to all expectations and that squadrons of these dive bombers were rolling up an impressive record against Jap shipping of all types.

But the past month's news from all fronts was dwarfed by speculation on the invasion of Europe. The Navy announced that it would soon quadruple its landing craft program (see story on amphibians, page 10). Naval forces will have the assignment of transport and supply when the complicated operation is actually launched.

As important as is this assignment, Admiral Ernest J. King last month disclosed that already the Navy is planning an even bigger operation—the final assault against Japan. Admiral King divulged that strategy had already been devised to shift much naval strength to the Pacific even before Germany finally falls.

To: *Historians*
Subj: *Famous Phrases*

For your consideration in compiling the next edition of notable nautical quotations—*Don't give up the ship. . . . I have just begun to fight, etc.*—attention is invited to the extemporaneous remarks of a seaman gunner on a U. S. light cruiser attacked by a Jap bomber.

E. J. Haas, S2c, was manning a 20-mm. gun when the enemy swept in from abaft the port beam. A bomb hit a turret just below the station from which Haas was pouring lead into the plane, and a bomb fragment struck him in the leg.

"Jeez guys," Haas yelled, turning to his gun crew with a triumphant smile, "I just won the Purple Heart."

Navy News

• After 14 months of continuous fighting in the South Pacific, the destroyer *O'Bannon* has returned to a West Coast port. Nicknamed the "Little Helena" because of her fighting history, she established this record:

Active participation in five major surface engagements.

Seven bombardments of Jap installations.

Helped sink a battleship, three cruisers and six destroyers.

Three rescue operations, including the survivors of the *Helena*.

Numerous air attacks in which at least 10 Jap planes were shot down.

Participation in many of the American landing operations in the South Pacific.

• Establishment of the Naval Air Training Command, to include all activities of the Naval Air Primary Training Command, the Naval Air Intermediate Training Command and the Naval Air Operational Training Command, was announced by the Navy last month.

The new organization is commanded by Rear Admiral George D. Murray, USN, Chief of Naval Air Training, with headquarters initially at the Naval Air Station, Pensacola, Fla.

All activities specifically and exclusively assigned to the Naval Air Training Command will be excluded from the jurisdiction of the commandants of naval districts, except that coordination with the general plan of military defense of each district will remain under the commandant.

• A lightweight, waterproof exposure suit for aviators has been recommended by a joint committee representing U. S. and Canadian sea and air forces following a series of tests. Results demonstrated the efficacy of the suits in protecting the wearer from the sometimes fatal shock of immersion in icy waters, and in greatly increasing his ability to manipulate other life-saving aids. Volunteer "guinea pigs" of the Royal Canadian Air Force, with the protective covering (see cut), were able to withstand 40° water and 29° air temperature for hours on end without





Official U. S. Navy photograph

ACTION IN THE MARSHALLS: Shooting with both guns and camera, a U.S. Navy photo-reconnaissance plane got this closeup of a masthead-height strafing attack on a Japanese cargo ship.



Official U. S. Coast Guard photograph

RESULT IN THE GILBERTS: This Jap plane, in Makin harbor when U.S. forces struck, served the enemy as a machine-gun nest till both gunners and nest were destroyed. Victors here survey the results.



Official U. S. Navy photograph

SMOKE MARKS SPOT, at right, where a Japanese torpedo bomber has exploded. It hit the sea when brought down by antiaircraft fire from a Navy carrier of the new 25,000-ton Essex class during an enemy counterattack following a U.S. task-force raid on Jap bases in the Marshall Islands.

complaint. Without it, they had to be "rescued" almost immediately.

• The Newcomen Medal, an award for achievement in steam, has been bestowed on Rear Admiral H. G. Bowen, USN, citing "his long record of service . . . and outstanding advocacy of the advance in steam engineering in this branch of our national defense, as repsented by the increase in steam pressures and temperatures used on equipment . . ."

The award sponsor is the Committee on Science and the Arts of Franklin Institute.

• Twenty more Mars cargo flying boats, of the type which recently set new records, have been ordered by the Navy from the Glenn L. Martin Co., of Baltimore, Md. The huge flying boats will be placed in service with the Naval Air Transport Service as completed. Except for internal changes to increase cargo capacity, the transports will be identical with the original Mars.

• Naval Mobile Hospital No. 1, first of its kind in the history of the Navy, was decommissioned recently, exactly three years after its official birth. It was no longer needed at the Bermuda Naval Operating Base with the completion of an ultra-modern dispensary at the Bermuda Naval Air Station.

• Retirement of two naval district commandants has resulted in several changes of command in the Ninth, Eleventh and Twelfth naval districts.

Rear Admiral John Downes, USN, was relieved of active duty as commandant of the Ninth Naval District on 3 January after more than 46 years of distinguished service. He was succeeded by Rear Admiral Arthur S .Carpender, USN, formerly commander of U. S. naval forces in the Southwest Pacific.

Vice Admiral John W. Greenslade, USN, commander of the Western Sea Frontier and commandant of the Twelfth Naval District, reached the retirement age on 11 January. He has been relieved as sea frontier commander by Rear Admiral David W. Bagley, USN, who had been commandant of the Eleventh Naval District, while Rear Admiral Carleton H. Wright, USN, relieved Admiral Greenslade as commandant of the Twelfth Naval District.

Rear Admiral Wilhelm L. Friedell, USN, who had been commandant of the Mare Island Navy Yard, took over as commandant of the Eleventh Naval District, and Rear Admiral Mahlon S. Tisdale, USN, has returned from a command at sea to become commandant of the Mare Island Navy Yard.

• To handle the expanding production of warplanes, the Navy has established the Naval Air Ferry Command, which will operate as an air wing under the Naval Air Transport Service. Heretofore, pickup and delivery of new naval aircraft has been handled by a subdivision of BuAer. Capt. John W. King, USN, will head the Naval Air Ferry Command, with headquarters at Floyd Bennett Field, New York, N. Y.

• Consolidation of two divisions administering the activities of Navy Department civilian employes was effected 20 January when the Shore Establishments Division and the Division of Personnel Supervision and Management were combined. Known as the Shore Establishments and Civilian Personnel Division, the new organization will be headed by Rear Admiral Frederick G. Crisp, USN, former manager of the Mare Island Navy Yard.

• After shooting down 72 Jap planes at the loss of only two of their own pilots, the Fighting Falcons have folded their wings and left the South Pacific for a rest. This Marine fighter squadron also is credited with sinking two 300-foot transports and half a dozen barges and destroying 20 Jap planes on the ground.

• Loss of the USS *Leary* and the USS *Turner* was announced by the Navy on 4 January, after next of kin had been notified. The *Leary*, a four-stacker destroyer completed in 1919, was torpedoed in the North Atlantic on 24 December. The *Turner*, a new 1700-ton de-

The Marines Get Their First Full General

Lt. Gen. Thomas Holcomb, USMC, Commandant of the Marine Corps since 1 December 1936, became the first full general in the corps' 168 years when he was retired on 1 January and was succeeded as commandant by Lt. Gen. Alexander A. Vandegrift, USMC (INFORMATION BULLETIN, Jan. 1944).

Though placed on the retired list, General Holcomb will be retained on active duty by the President for an important assignment not immediately made public.

In a letter to General Holcomb, Secretary of the Navy Knox wrote:

"Upon retirement, having been specially commended for performance of duty in actual combat by the head of the executive department under whose jurisdiction such duty was performed, you will be placed upon the retired list with the rank of general, and with the pay and allowances authorized by law for the highest rank, that of lieutenant general, held by you while serving as Commandant of the Marine Corps. . . . You will be the first officer of the corps to hold the rank of general—the highest rank of our armed forces. I know of no other officer to whom that distinction more fittingly belongs."



Official U. S. Marine Corps photograph

General Holcomb wearing four-star insignia of his new rank.

stroyer commissioned 15 April 1943, exploded and sank six miles off Sandy Hook, N. J., on 3 January.

• A special Hospital Corps school for enlisted members of the Women's Reserve was opened 12 January at the National Naval Medical Center, Bethesda, Md. The new school has a capacity of 480 and will give a four-week basic course of medical training, replacing similar training heretofore given to small groups at 17 naval hospitals. The hospitals now will provide three weeks of ward-duty experience to graduates of the school. A group of 60 women qualified by civilian experience will be sent directly from recruit school to Naval Hospitals at San Diego and St. Albans for special courses.

• Capt. George B. Downing, a civilian, who has piloted more ships into and out of Norfolk Navy Yard than any other man in its history, was retired last month after 35 years of service.

• After 43 years of service, John H. Larrabee, head engineer of the Hydrographic Office, retired 31 December. In a brief ceremony at the Suitland, Md., office, letters of commendation were read from Secretary of the Navy Frank Knox, Admiral Ernest J. King, USN, and Rear Admiral G. S. Bryan, USN (Ret.), hydrographer of the Navy. Mr. Larrabee is co-inventor of the pantograver, an instrument which has revolutionized the science of chart making.



J. H. Larrabee

• Navy personnel backed the attack during 1943 by purchasing $299,116,307 in war bonds, representing nearly a 200% gain over purchases in 1942. The record month was December, 1943, when $57,021,654 worth of bonds were purchased. For the Navy as a whole, 92.3% of the civilian personnel invested 25.1% of the total payroll in bonds.

• When the USS *Turner* exploded off Sandy Hook, early last month, a blizzard grounded air service and made sea transport of needed plasma dangerous and slow. Comdr. Frank A. Erickson, USCG, took a helicopter from Floyd Bennett Field, Brooklyn, set it down on the tip of Manhattan, took aboard two cases of plasma, and again set his machine down on the narrow beach of Sandy Hook. The plasma was transported this way in 14 minutes.

Home Front

The Fourth War Loan drive got under way last month with a national goal of $5,500,000,000. Under one new scheme, bond buyers will be able to have a card bearing their names attached to bombs which will be delivered direct to Germany and Japanese-held territories. Many wounded war heroes will make tours and appearances in various bond-selling centers.

* * *

President Roosevelt in his annual message to Congress asked for a national service law, which would make every American available for war work when needed. This was echoed later by Secretary of War Stimson in preliminary hearings before the Senate Military Affairs Committee. Large and flexible production demands will soon be made upon American industry, the Secretary said.

* * *

The production goal of warplanes during 1944 is more than 100,000, the War Production Board announced last month. The average weight per plane will be about 10,000 pounds, which means emphasis on increasingly heavier types of aircraft. The production goal is about 50 per cent above 1943 acceptances.

* * *

The country's transition from defensive warfare to all-out attack will necessitate stepped-up war deliveries in 1944, the War Department warned last month. Despite the fact that the production peak has been passed in many products, maximum rates of delivery and use of productive capacity still must be increased. Changing demands of many new battlefronts will also call for speed-ups in many materials.

Some of these new stepped-up programs include truck production, all airfleet components, ammunition of various types, incendiary bombs and smoke materials, and overseas construction equipment. Meanwhile, production of some war materials will be tapered off. Among these latter are: tanks, small arms, artillery, requirements for home military camps, and antiaircraft defense materials.

* * *

Returning from his inspection of the South Pacific front, Gen. George C. Marshall warned of home front apathy and optimism. He told the American public that in the months ahead we could expect to suffer three times as many casualties as the 139,752 then listed. The total may reach 400,000.

* * *

On 14 January President Roosevelt sent the new war budget to Congress. Stressing that the demands of total war may drastically change the figures, the President asked for $99,769,000,000. This figure is calculated to carry the war into mid-1945.

* * *

Last month the President also ruled that members of Congress cannot serve actively both in Congress and the armed services. The ruling was based on constitutional grounds which forbid such dual service.

Armed Guard Crews Down 11 Nazi Planes

Armed Guard crews of three freighters have accounted for 11 Nazi planes on recent voyages, thereby proving to the Luftwaffe that merchantmen are not so helpless as they might appear.

One Liberty ship sports six swastikas on her stack as the result of a hazardous voyage to the Mediterranean theater of war. They represent two planes shot down off Gela and four more destroyed while the ship was proceeding toward Gibraltar in convoy.

Gunners in another merchantman, the SS *Pierre l'Enfant*, knocked down three Nazi torpedo planes for certain, and a probable fourth, when her convoy was attacked by 30 enemy planes near Gibraltar. To cap the achievement, her Armed Guard crew saved a sister ship from disaster when one of the gunners exploded a torpedo with a direct hit as it neared the other vessel.

Men in a third merchant ship, delivering valuable war cargo to Murmansk, fought off planes and submarines for 41 days and came back with two German bombers to their credit. While the ship was in Murmansk, waves of enemy bombers came over the harbor on a half-hour schedule at night, and sometimes during the day.



Official U. S. Navy photograph

GUNNER'S MATE marks up Armed Guard crew's score on stack of merchant vessel.

THE WAR AT SEA

Official Reports: 21 December Through 20 January

United States Navy Communiques and Pertinent Excerpts of Other Reports

United States Navy communiques are separated by dashes from the excerpts of other communiques. All dates east longitude unless otherwise indicated.

21 DECEMBER

U. S. Pacific Fleet Press Release

Army heavy bombers of the 7th Air Force which attacked enemy fortifications on Maloelap Atoll 19 December (west longitude date) were intercepted by 25 Japanese fighters. Seven of the enemy fighters were probably destroyed and five others were damaged. Two of our planes were damaged. Three men were wounded.

U. S. Pacific Fleet Press Release

Heavy bombers of the 7th U. S. Army Air Force attacked Taroa 20 December (west longitude date) with about 25 tons of bombs, causing many fires and explosions in hangar and storage areas. Our aircraft were attacked by 30 Zeros. Four enemy fighters were shot down, five others probably destroyed.

Three of our planes were shot down. Others received minor damage from aircraft fire and intercepting planes.

ALGIERS, *Navy:* On the night of 18-19 December PT boats of the U. S. Navy on patrol near Elba met and engaged two enemy destroyers with guns and torpedoes. The enemy retired with the PT boats in chase and later were engaged by another force which included both British and U. S. light coastal craft.

Both actions were brisk and confused, and enemy opposition was considerable. Though no results could be seen in the smoke and darkness, it is probable that torpedo hits were obtained on one of the enemy destroyers. On the same night, British light coastal craft in the Eastern Adriatic sank one Siebel ferry, one escort vessel and two motor craft.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA: A series of night attacks on enemy shipping in the Kavieng area scored direct hits with 1,000-pound bombs on three enemy cargo ships. One was of 8,000 tons and the other of 6,000 tons. Two ships were left burning fiercely and a third ship probably sank.

22 DECEMBER

CAIRO, *Middle East Air:* Operations against enemy shipping in the Aegean were carried out by day and night during the past week. A number of small ships attempting to supply enemy-occupied islands have been successfully attacked.

ALGIERS, *Navy:* On 19 December a British motor torpedo boat captured two German schooners off the Yugoslav coast and made prisoners of their crews.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA: Off Kavieng our reconnaissance units scored direct hits on two enemy cargo ships southeast of Dyaul Island. One ship of 6,000 tons capsized instantly and sank. Our day air patrols bombed and damaged an enemy destroyer 90 miles north of Mussau Island.



See communique of 21 December.

Near Cape Beechy our long-range fighters destroyed an enemy coastal vessel.

BERLIN, *Nazi broadcast:* "Off Sicily, German bombers heavily damaged two enemy merchant ships of medium size."

23 DECEMBER

U. S. Pacific Fleet Press Release

A force of Navy Hellcat fighters and Army and Navy Dauntless light bombers bombed and strafed enemy installations on Emidj Island, Jaluit Atoll, at noon on 20 December (west longitude date). A medium cargo ship and one small vessel in the lagoon were damaged. Heavy antiaircraft fire was encountered. We lost one plane.

A group of Liberators from the 7th Army Air Force and from Fleet Air Wing 2 bombed Kwalajein and Roi Islands on the afternoon of 21 December. Our planes were intercepted by nine Jap fighters but sustained no damages. More than 20 enemy ships were seen in the lagoon.

On the early morning of 20 December two enemy planes dropped bombs on Tarawa from high altitude. One of our planes on the ground was slightly damaged.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA: At Wewak two direct hits were scored on each of two transports of 6,000 tons and 3,000 tons. The vessels were thoroughly strafed and badly damaged. A freighter and one of the transports appeared to be sinking. . . . At Ambitle Island one of our air patrols strafed six enemy barges. . . . At Arawe patrolling surface craft sank three enemy barges. . . . Our night patrol at Bougainville bombed and strafed three barges off the coast. . . . Our light naval units at night sank a barge at Otua Island.

BERLIN, *Nazi broadcast:* Off the Norwegian coast five British torpedo planes vainly attacked with several torpedoes one small German naval vessel. Two of these planes were destroyed and a third was set afire.

24 DECEMBER

Navy Department Communique No. 491

1. The U. S. submarine *Grayling* is overdue and must be presumed to be lost.

2. The next of kin of personnel in the *Grayling* have been so informed.

U. S. Pacific Fleet Press Release

Heavy bombers of the 7th Army Air Force attacked Kwajalein on the morning of 23 December (west longitude date). Island installations were damaged and two cargo vessels anchored offshore were bombed. No enemy fighters were encountered. Antiaircraft fire did not damage our aircraft.

On the afternoon of 21 December Army light bombers escorted by Army and Navy fighters struck shipping and shore installations at Mille. Several enemy fighters were encountered, one of which was shot down, another possibly destroyed and a third damaged. Three of our planes were slightly damaged.

On the morning of 23 December 7th Army Air Force fighters and light bombers attacked Mille. Five Zeros attacked our aircraft. Two were shot down. All our planes returned.

CAIRO, *RAF:* Persistent attacks have been carried out aganst enemy shipping in the Aegean Sea during the last two days. Several small supply and troop carrying ships have been sunk or left afire. Many casualties were observed.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—*Dutch New Guinea:* At Japero our aircraft set fire to one coastal vessel and damaged another. . . . *Feni Island:* Solomons-based aircraft sank six barges at Ambitle. . . . *Cape Gloucester:* Four barges were destroyed along the coast from Rein to Borgen Bay and two others wrecked. . . . *Green Islands:* Reconnaissance units attacked barges beached along the coast.

25 DECEMBER

U. S. Pacific Fleet Press Release

Navy medium bombers of Fleet Air Wing 2 made a low-altitude attack on Nauru at dusk on Christmas Eve, setting installations on fire. One of our planes is missing.

Liberators of the 7th Army Air Force bombed Wotje on the evening of 22 December (west longitude date). Our planes were attacked by 35 enemy planes, three of which were destroyed, one probably shot down and six damaged. Our casualties were one killed and two wounded.

Enemy bombers made five raids on Tarawa during the night of 22-23 December causing minor damage.

Enemy light bombers made three nuisance raids on Makin, two at night, one during the day, wounding eight men. Two enemy planes were shot down by an intercepting Army fighter.

On the morning of 24 December, 15 enemy planes dropped bombs from high altitude on Makin, causing no damage.

ALGIERS, *Navy:* During the night of 21-22 December the small German cruiser *Dalmacija,* stranded off Silba Island, was successfully attacked by our motor torpedo boats.

26 DECEMBER

U. S. Pacific Fleet Press Release

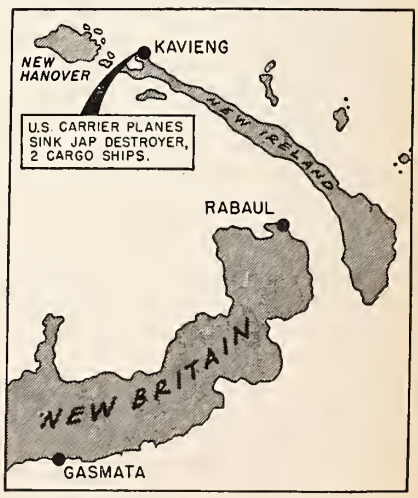
Army heavy bombers of the 7th Air Force attacked Wotje 24 December (west longitude date). Several fires were started.

Army light bombers escorted by Army Airacobras raided Mille on 25 December. Two of our bombers were slightly damaged.

A Navy search Liberator of Fleet Air Wing 2 made a low-altitude attack on two small transports near Kwajalein on 24 December, probably sinking one transport. Another Liberator, while on a search mission near Taroa on 24 December, beat off 12 intercepting Zeros without receiving damage.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—*New Ireland:* Our night air patrols damaged a gunboat. Carrier-based planes from the South Pacific attacked enemy shipping, sinking one destroyer, two large cargo ships, and three barges while damaging one destroyer, one patrol boat, and several cargo ships and barges. Eight patrol planes at anchorage were damaged or destroyed.

New Britain: Off Cape Hoskins our fighters destroyed or damaged 14 barges. . . . One of our night reconnaissance patrols scored a direct hit on an enemy destroyer. . . . *Solomons Islands:* In the Buka area our heavy and medium units attacked the barge and seaplane base at Bonis. Our naval units heavily bombarded the area.



See communique of 26 December.

LONDON, *Admiralty:* This afternoon the German battleship *Scharnhorst* was brought into action by ships of the Home Fleet which were covering a north Russian convoy. The *Scharnhorst* was sunk this evening off North Cape.

27 DECEMBER

LONDON, *Admiralty:* It is not yet possible to give a detailed account of the action in which the German battleship *Scharnhorst* was sunk. It can, however, be stated that the convoy was unmolested and only minor damage suffered by two of His Majesty's ships.

LONDON, *Air Ministry:* An escort vessel was set afire and enemy aircraft were destroyed by the RAF and RCAF when enemy shipping was attacked off the Norwegian coast this morning.

ALGIERS, *Navy:* During the night of 23-24 December, British destroyers shelled Drvenik, on the Dalmatian coast. They also sank a caique.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA: In a combined land, sea and air operation, Marine elements of our forces secured beachheads on Cape Gloucester, New Britain, and occupied Long Island at the northwestern entrance to Vitiaz Strait. . . . The landings were made with practically no loss in men, planes or ships. We lost one ship by direct hit.

BERLIN, *Japanese rebroadcast:* "A Japanese naval air arm attacked an enemy naval formation north of Bougainville and sank a warship of unidentified type. . . . Formations of Japanese aircraft attacked American warships and transport vessels off Cape Marcus 26 December and sank one motor trawler and damaged a small transport so heavily that its loss must be taken for granted. Other transport vessels and a destroyer were damaged and set afire."

28 DECEMBER

Navy Department Communique No. 492

Pacific and Far East

1. U. S. submarines have reported the sinking of 12 enemy vessels in opcrations against the enemy in waters of these areas, as follows: One destroyer, two large tankers, one large freighter, two medium transports, six medium freighters.

2. These actions have not been announced in any previous Navy Department communique.

U. S. Pacific Fleet Press Release

Liberators of the 7th Army Air Force which dropped more than 50 tons of bombs on Wotje 26 December (west longitudc date) were attacked by six Zeros. One Zero was destroyed. We lost two planes.

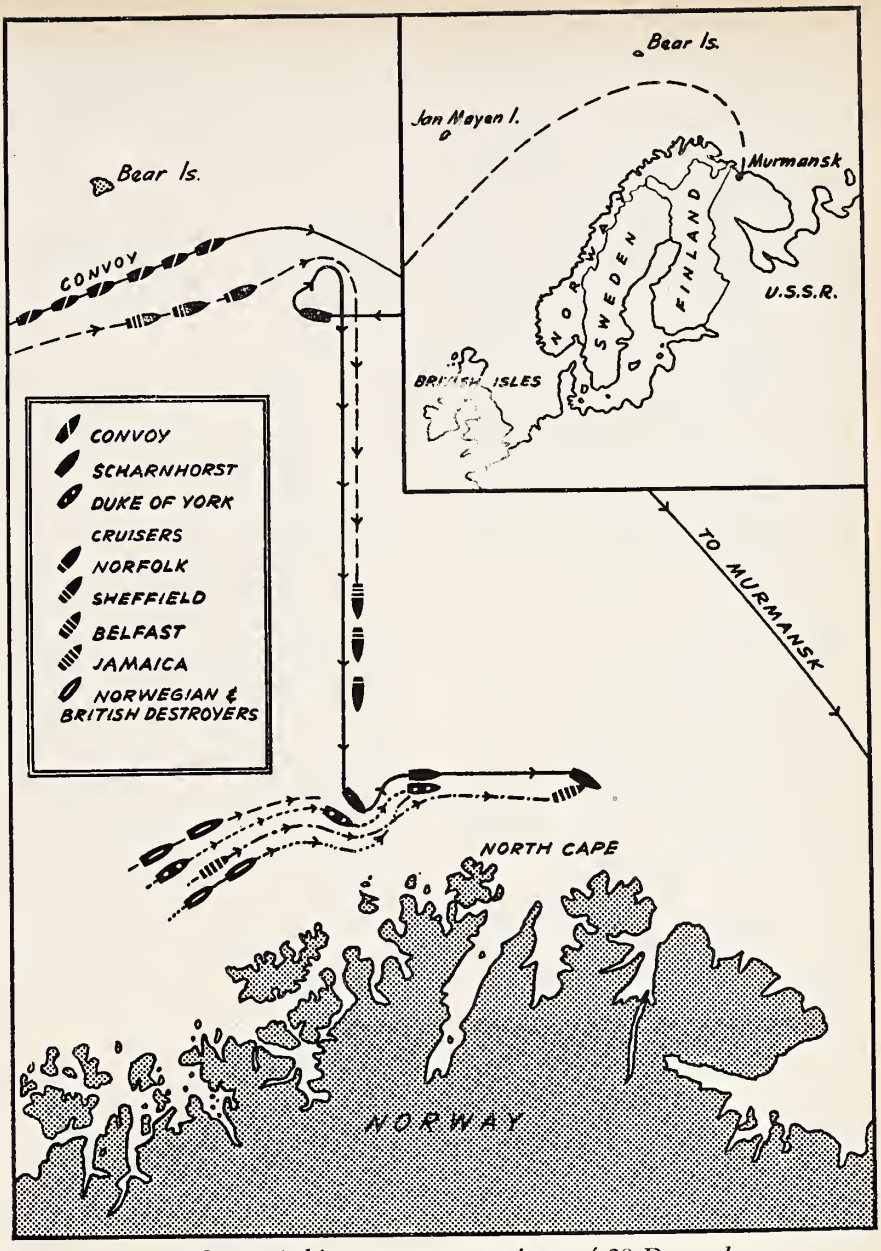
A low-altitude attack was made against Jaluit and shipping there on 26 December by Ventura bombers and Hellcat fighters of Fleet Air Wing 2. All our planes returned.

LONDON, *Admiralty:* Further details have been received on the action 26 December when units of the Home Fleet sank the German battleship *Scharnhorst* which had attempted to attack a north Russian convoy. The British force was disposed in two main formations, one of battleships and destroyers, another of cruisers. The cruiser squadron was escorting the convoy southeast of Bear Island when in the half light of the Arctic dawn first contact was made with the *Scharnhorst,* which was proceeding at 28 knots in the direction of the convoy.

The convoy was diverted to the northeast and the cruisers opened fire on the *Scharnhorst.* One hit was claimed by HMS *Norfolk* and the enemy then turned away. She was later seen taking evasive action at maximum speed.

Several hours later the *Scharnhorst* again attempted to close on the convoy. She was once more engaged by the cruisers and in the action which followed the HMS *Norfolk* received one hit aft. The enemy then turned south and made speed for the nearest refuge on the Norwegian coast. Cruisers and destroyers continued to shadow the *Scharnhorst,* reporting her position to the *Duke of York,* moving to intercept.

The *Duke of York,* flying the flag of Admiral Sir Bruce Fraser, Commander-in-Chief of the Home Fleet, headed a squadron which also contained one cruiser and four destroyers. These ships were covering the convoy at a distance against possible attack by enemy ships based in Northern Norway.



Scharnhorst sinking: see communique of 28 December.

By this time darkness had set in and the *Scharnhorst,* continuing at maximum speed, held to her southerly course until 1615 when the *Duke of York* made contact with her. The enemy was fine on the British battleship's port bow. The *Duke of York* altered her own course to the southeast in order to bring a full broadside to bear on the enemy and quickly obtained a hit.

In an effort to evade the enemy closing in on her, the *Scharnhorst* turned back northward and a few minutes later again altered her course, proceeding at maximum speed eastward. The British forces, with the *Duke of York* to the westward, took up the chase of the fleeing enemy. There was danger that the *Scharnhorst's* superior speed might allow her to draw away from Admiral Fraser's flagship.

The destroyers *Savage, Saumarez, Scorpion,* and His Norwegian Majesty's ship *Stord,* which had been steaming at full speed to get ahead of the enemy, turned in and, practically unsupported, attacked with torpedoes.

The *Scharnhorst* was hit probably by three torpedoes in this attack which reduced her speed and enabled the *Duke of York* to close the range and engage again.

Shortly afterward the *Scharnhorst* was seen on fire and lying nearly stopped. The cruiser HMS *Jamaica* delivered a final torpedo attack after which the *Scharnhorst* sank at 1945 in a position about 60 miles northeast of North Cape. Some survivors were picked up and made prisoners of war.

The convoy, which had sustained neither damage nor loss, proceeded toward its destination without further incident. HMS *Norfolk* and *Saumarez* suffered a few casualties and minor damage. The next of kin of the casualties have been notified. A message of congratulations has been sent by His Majesty, The King, to the commander-in-chief of the fleet saying: "Well done, *Duke of York,* and all of you. I am proud of you."

29 DECEMBER

U. S. Pacific Fleet Press Release

Navy medium bombers of Fleet Air Wing 2 which raided Nauru on the morning of 29 December (west longitude date) destroyed an ammunition dump and started several fires. Several of our planes suffered minor damage. One Navy Liberator while on a search mission in the Marshalls on 27 December damaged a tanker.

LONDON, *Admiralty:* In a combined action of 27 and 28 December, aircraft of the Coastal Command and ships of the Royal Navy in cooperation with ships of the United States Navy sank an armed blockade runner and three German destroyers in the approaches to the Bay of Biscay.

The blockade runner, a fast, modern ship of about 5,000 tons, was sighted Mon-

day morning by a Sunderland flying boat 500 miles west-northwest of Cape Finisterre. The enemy was proceeding unescorted on an easterly course. The Sunderland signalled and other aircraft and cruisers were disposed to intercept.

Aircraft of the RAF and RCAF shadowed the runner for several hours. The first attack was carried out by an RCAF Sunderland. The aircraft was damaged but pressed home the attack and one bomb was seen to explode close to the blockade runner. Later a Liberator from a Czech squadron successfully engaged the enemy. One bomb hit the stern, which caused an explosion of such intensity that the force rocked the aircraft 600 feet above the ship. Shortly afterward flames spread from the stern to stem. The Liberator was unable to remain. A Halifax later reported that the enemy ship was stopped with a heavy list and down by the stern. At intervals further explosions rocked the ship. Her crew abandoned ship and were seen in life rafts.

Soon after dawn on Tuesday a Liberator of the U. S. Navy, operating with the Coastal Command, sighted 11 German destroyers about 200 miles from the scene of the previous day's action. The enemy force consisted of five modern Narvik class destroyers, each mounting 4.5-inch guns. The destroyers were proceeding westwardly, probably with the intention of keeping a rendezvous with the homeward-bound blockade runner.

The aircraft signalled and the HMS *Glasgow* and HMS *Enterprise*, between the destroyers and their base in southern France, made full speed to make contact. Our aircraft continued to shadow the enemy force despite poor visibility, attempted interference from enemy aircraft and considerable antiaircraft fire. The enemy then turned eastward.

His Majesty's cruisers sighted the enemy early in the afternoon about 12 miles to the southeastward. Both cruisers opened fire on the enemy, who replied. For an hour a running fight ensued. During this time a number of hits were scored on several enemy ships.

Halifaxes and Sunderlands of the Coastal Command, with Liberators of the U. S. Navy, joined in the battle and the Liberators made a number of attacks. Beaufighters of the Coastal Command and Mosquitos provided air cover for His Majesty's ships. One Heinkel was shot down by a Mosquito.

The enemy destroyers showed no eagerness to fight and split into smaller units to escape. The cruisers concentrated their pursuit on four destroyers which turned north. A running fight then ensued which lasted until dusk. The enemy attempted to use smoke screens.

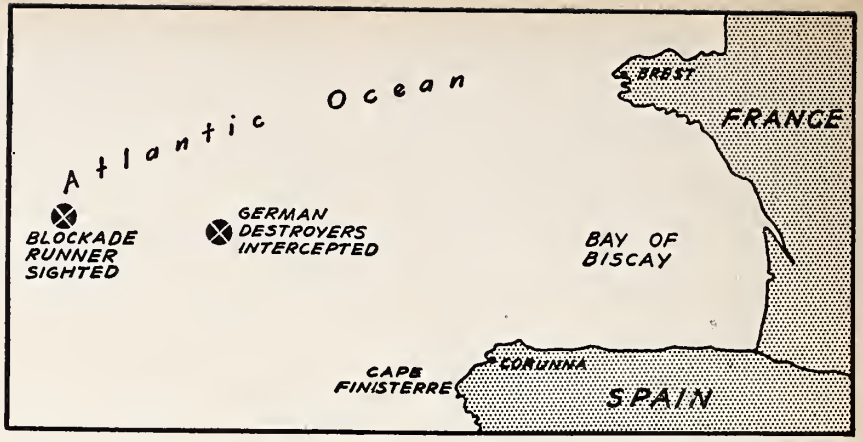
HMS *Glasgow* reported that during the engagements three enemy destroyers were sunk by gunfire and the remainder escaped but were known to have been damaged. About 150 survivors on lifeboats, dinghies and rafts were sighted. HMS *Glasgow* suffered a few casualties. As a result of these actions one Halifax and one Beaufighter are missing.

CAIRO, *Middle East Air:* The enemy is making desperate attempts to supply the Dodecanese and Aegean islands under his control. Bombers and fighters of the RAF and USAAF continue to successfully attack small shipping on which the enemy is forced to rely.

On 24 December a 200-ton vessel was sunk and a smaller sailing vessel and 100-ton supply barge were set afire. Strikes were also scored on fishing vessels loaded with troops. Sunday two large sailing vessels were sunk. Sunday night heavy bombers attacked shipping and ports at Piraeus, Greece. Monday a 500-ton coaster was attacked off the coast of Rhodes, and left damaged. Yesterday a large sailing ship was set afire at Kythera.



See communiques of 27 December and 2 January.



See communique of 29 December.

30 DECEMBER

U. S. Pacific Fleet Press Release

Army heavy bombers of the 7th Air Force attacked Maloelap on 28 December (west longitude date). Our planes encountered heavy opposition by Zeros. Two Zeros were destroyed; 10 were probably destroyed. Two of our planes were shot down.

Army light bombers of the 7th Air Force, escorted by Army Airacobras, made low altitude attacks on Mille on 28 December. Several of our planes received minor damage. Navy search Liberators of Fleet Air Wing 2 were intercepted near Kwajalein on 28 December by ten enemy fighters. Three planes were destroyed. We lost one plane.

Enemy bombers made high altitude evening nuisance raids on Tarawa 27 December and again 28 December, causing no damage.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—*Wide Bay:* Our long-range fighters destroyed a fuel-laden barge. . . . *Empress Augusta Bay:* Our naval units bombarded defensive installations.

31 DECEMBER

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA: Our heavy units bombed shipping at Manokuari. Four of ten intercepting fighters were shot down. A 1,000-ton cargo ship was left in flames at Ceramlacet. . . . *Timor:* Long-range fighters strafed and damaged two coastal vessels off Lauten.

LONDON, *Admiralty:* The Board of Admiralty regrets to announce that the trawler HMS *Adventurine* has been lost.

BERLIN, *Nazi broadcast:* "As announced in a special report, the British Navy suffered severe losses in the Battle of Biscay. The British cruisers *Glasgow* and *Enterprise* were damaged and one of them set afire. German U-boats in smart attacks torpedoed six destroyers. The sinking of five destroyers could be clearly seen and the sinking of another can be regarded as certain. Another British destroyer was sunk off Newfoundland by German U-boats. The British Navy thus lost seven destroyers urgently needed for convoy work."

1 JANUARY

Navy Department Communique No. 493

1. In the early morning of 29 November the U. S. destroyer *Perkins* was sunk as the result of a collision off the southeast coast of New Guinea.

2. During the morning of 17 December the coastal transport *APC-21* was sunk by enemy aircraft off the southern coast of New Britain Island.

3. The next of kin of the casualties in the *Perkins* have been notified. The next of kin of the casualties in the *APC-21* will be notified as soon as possible.

U. S. Pacific Fleet Press Release

Heavy bombers of the 7th Army Air Force raided Kwajalein on 30 December (west longitude date). No enemy interception was encountered.

Army light bombers, escorted by Airacobra fighters, made an attack on Mille on the afternoon of 30 December. There was no fighter opposition. All our planes returned.

Army medium bombers raided Jabor in the Jaluit Atoll on 30 December, strafing and bombing ground installations. None of our planes was damaged.

BERLIN, *Nazi broadcast:* "In the battle against Anglo-American shipping, the Luftwaffe and navy during December sank 35 merchantmen aggregating more than 225,000 tons. Twenty-four more ships aggregating 122,000 tons were so badly damaged by bombs and torpedoes that the loss of many of them may be assumed. Also sunk were 18 destroyers, 1 torpedo boat and 2 gunboats. Two cruisers, 1 medium warship, 1 destroyer and 5 torpedo boats were so heavily damaged that some must be considered lost. In the same period the Soviets lost 6 submarines, 4 torpedo boats, 2 gunboats, 1 ice-breaker, 15 landing craft and a number of other craft."

2 JANUARY

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—*Saidor:* We have seized Saidor on the north coast of New Guinea. In a combined air, sea and land operation elements of the 6th Army landed on three beaches under cover of heavy air and naval bombardment. The enemy was surprised and the landings were accomplished without loss.

Admiralty Islands: One of our night air patrols attacked two enemy cargo ships of 9,000 and 5,000 tons in Hyane harbor, sinking the larger with a direct hit amidships with a 1,000-pound bomb, and damaging the other.

Cape Hoskins: One of our night air units damaged a destroyer in Kimbe Bay with a direct hit by a 500-pound bomb. . . . *Cape Gloucester:* Air patrols swept the shoreline, wrecking five barges. . . . *Bougainville:* Our light naval surface units shelled Tekessi River mouth and installations.

ALGIERS, *Navy:* PT boats of the U. S. Navy attacked shipping in the Gulf of Genoa the night of 29-30 December. An enemy trawler was damaged and a torpedo attack on another ship resulted in an explosion. The following night British destroyers attacked a schooner off the east coast of Italy and drove it ashore.

CHUNGKING, *14th U. S. Air Force:* Additional reports on activity of 30 December reveal that 14th Air Force Mitchells on a shipping sweep over the Yangtze near Lukwan sank a 100-foot cargo vessel and a 175-foot cargo ship. Continuing their mission, they blew up a 250-foot troop transport near Anking, sank another 75-foot cargo boat and damaged a river gunboat. The total for the action was four ships sunk and one gunboat damaged.

3 JANUARY

Navy Department Communique No. 494

Atlantic

1. A U. S. destroyer was torpedoed and sunk in the Atlantic on 24 December, 1943. The next of kin of the casualties aboard the destroyer will be notified by telegram as soon as casualty reports are received.

North Pacific

2. On 31 December 1943 a group of Army bombers bombed Paramushiru. Results were not observed. All our planes returned safely.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—*New Ireland:* At Kavieng our carrier-based bombers and fighters attacked an enemy force of two heavy cruisers and two destroyers. Both cruisers were hit by bombs and torpedoes and set afire. One of the destroyers was hit by a bomb and both were heavily strafed. Eleven of 30 intercepting planes were shot down over the target and four more probably shot down. A bomber and another fighter on reconnaissance were destroyed later.

Vitu Islands: One of our heavy units bombed and destroyed two barges in Peter Harbor. . . . *Madang:* Our light naval units sank two barges off Vincke Point. . . . *Bougainville Straits:* Our night air patrols bombed and strafed six barges near Oema Island.

4 JANUARY

U. S. Pacific Fleet Press Release

Heavy bombers of the 7th Army Air Force attacked Wotje and Taroa on 2 January (west longitude date). Approximately 30 enemy fighters were encountered in each strike. Our bombers shot down eight Zeros at Wotje and probably destroyed five more. At Taroa two Zeros were shot down and two others were probably shot down.

Medium bombers of the 7th Army Air Force raided Jaluit Atoll 2 January. Damage and losses to our planes for the day were slight.

Ten enemy planes bombed our installations on Abemama on the night of 2 January with slight damage. Two men were killed.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—*New Britain:* Our air patrols over Wide Bay destroyed or damaged one schooner, one lighter, two barges. . . . *New Guinea:* At Sio our light units sank two loaded barges off Reiss Point and two others at Nambariwa.

5 JANUARY

Navy Department Communique No. 495

1. The U. S. submarine *Pompano* is overdue from patrol and must be presumed to be lost.

2. The next of kin of personnel in the *Pompano* have been so notified.

U. S. Pacific Fleet Press Release

Army Liberators of the 7th Air Force bombed Jaluit 4 January (west longitude date). All of our planes returned.

Army medium bombers scored two hits on a cargo transport at Jaluit on 3 January. Army dive bombers, escorted by Aircobras, raided Mille on 3 January. One of our fighters was shot down by antiaircraft fire.

Enemy planes dropped bombs at Tarawa, Makin and Abemama on the night of 3 January and at Tarawa 4 January without damage to our installations.

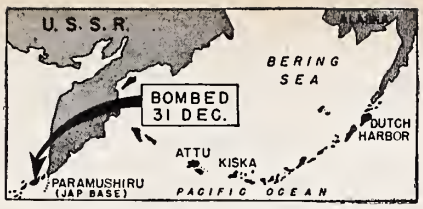
LONDON, *Air Ministry and U. S. Army:* Strong formations of U. S. 8th Air Force heavy bombers attacked shipyards at Kiel and other targets in Germany . . . *Admiralty:* Two naval fighter aircraft operating from a carrier protecting an Atlantic convoy attacked and shot down a Focke-Wulfe which had been shadowing the convoy.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—*Kupang:* Our escorted medium and heavy units attacked shipping in the harbor, scored hits on an escort vessel and two cargo ships of 2,000 and 4,000 tons. The two freighters exploded and burst into flames. . . . *Kavieng:* Our heavy units from the Solomons bombed shipping in the harbor after dawn. . . . *Dover Island:* Our air patrols strafed and damaged an enemy troop-carrying, loaded barge.

6 JANUARY

LONDON, *Admiralty:* In operations against German and German-controlled shipping in the Mediterranean, a total of eight vessels including a large tanker have been sunk and two other vessels damaged by His Majesty's submarines. The tanker was sunk in the Gulf of Genoa while in convoy.

In the same area a large supply ship was hit by a torpedo but it was impossible to observe full results . . . A small naval auxiliary vessel was sunk by a torpedo off the French coast. Three other vessels, two of which were carrying ammunition, were sunk in the same area . . . In the Aegean, an enemy unescorted supply vessel was sunk by torpedoes south of Lemmos and two small supply vessels were sunk by



See communique of 3 January.

gunfire. Another supply vessel was badly damaged by gunfire.

ALGIERS, *Navy:* During the night of 3-4 January, British destroyers bombarded Pesaro.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—*Kavieng:* Our carrier planes from the South Pacific attacked two enemy destroyers in the harbor, scoring hits with 1,000-pound bombs and torpedoes. Both warships were heavily damaged.

New Guinea: One of our night patrols sunk a 1,500-ton enemy cargo ship at Isumrud Strait . . . Our light naval units at night sank a barge off Bogadjum . . . Our light naval units at night damaged two barges off Nambariwa . . . *New Britain:* Near Rabaul, one of our night reconnaissance units scored a direct hit on a subchaser in Keravia Bay . . . Our air patrols strafed an enemy float plane and destroyed two barges in Rottock Bay.

Moscow, *Russian broadcast:* In the Black Sea, one high-speed enemy invasion barge was destroyed. Six others were damaged.

7 JANUARY

NEW DELHI, *Southeast Asia Allied Command:* Sweeping up the Kaladan and Irrawaddy rivers, RAF fighters on Monday successfully shot up more than 80 river craft. On Wednesday, more than 40 river craft were damaged. On Tuesday, USAAF medium bombers and fighters sank a steamboat and damaged numerous river craft in the Mu river.

CAIRO, *Middle East Air:* RAF and USAAF planes continue to destroy enemy shipping in the Aegean and Mediterranean. On 2 January two large sailing vessels were intercepted off southern Greece. On 3 January a large sailing vessel was left sinking north of Leros. On 7 January a sailing vessel and a motor launch were sunk off Rhodes. Shipping in Palo harbor was attacked, with results not observed.

8 JANUARY

Navy Department Communique No. 496

Pacific and Far East

1. U. S. submarines have reported the sinking of 10 enemy vessels in operations against the enemy in waters of these areas as follows:

Sunk: One large tanker, one large freighter, one medium-sized transport, five medium-sized freighters, two small freighters.

2. These actions have not been announced in any previous Navy Department communique.

ALGIERS, *United Nations:* Fighter-bombers and fighters made some sweeps over the Yugoslav coast and attacked merchant vessels in the port of Makarska.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—*Timor:* Our medium units bombed a 4,000-ton enemy cargo ship and strafed four barges near Romang Island . . . *Rein Bay:* Our air patrols strafed two barges . . . *Isumrud Strait:* One of our night patrols attacked and sank a 5,000-ton enemy tanker and left a 1,500-ton cargo ship on fire . . . *Huon Peninsula:* Air patrols destroyed a barge at Gauss Point . . . *Buin:* Naval units damaged three enemy barges.

LONDON, *Admiralty:* Sloops of the Royal Navy destroyed two U-boats within eight hours.

9 JANUARY

U. S. Pacific Fleet Press Release

Dive bombers of the 7th Air Force, accompanied by Navy fighters, attacked Mille Atoll in the Marshall Islands on 7 January (west longitude date). No fighter interception was encountered.

On the evening of 7 January enemy planes dropped bombs on Tarawa without damage to our installations.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—*Uligan Harbor:* Our medium units set numerous fires along the waterfront and silenced six gun positions. At least six barges were destroyed. Two barges were damaged in Sarong Harbor . . . *Saidor:* Our light naval units on night patrol off Pommern Bay sank five enemy barges loaded with troops and supplies . . . *Timor:* One of our medium units bombed a 4,000-ton cargo ship and strafed five barges near Romang Island . . . *Choiseul:* One of our light naval units shelled shore positions during the night.

10 JANUARY

U. S. Pacific Fleet Press Release

Navy search Liberators of Fleet Air Wing 2 bombed Kwajalein Island on 9 January (west longitude date). No enemy fighters were encountered and antiaircraft fire inflicted no damage.

In the evening of 9 January, heavy bombers of the 7th Army Air Force bombed Wotje. In a separate operation carried out the same night, Navy search Liberators also attacked Wotje from low altitude, sinking an auxiliary oiler and another small vessel offshore, wrecking two planes on the airfield, and damaging shore installations. All of our planes returned safely.

In the morning of 8 January medium bombers of the 7th Army Air Force attacked Emidj Island in the Jalui Atoll. One of our planes was damaged by antiaircraft fire and one crew member was wounded.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—*Kavieng:* Heavy units bombed enemy shipping southwest of Cape Matanalem. A Solomons patrol bombed a barge base in the Feni Islands . . . Five barges were destroyed at Kiep and Guma . . . *Uligan:* Barges and luggers were strafed and fired. In a later patrol three barges were destroyed . . . *Buka area:* Our air patrols destroyed three planes at anchorage and burned two barges . . . *Buin-Fasi:* Our light naval units bombarded shore targets at Shortland, Fais and Poporang . . . *Saidor:* Our naval units bombarded shore installations at Gali, starting fires. Our light surface craft on night patrol off the coast sank or destroyed 11 enemy barges.

11 JANUARY

ALGIERS, *Navy:* During the night of 7-8 January our destroyers in the Adriatic sank three schooners and successfully shelled trains on the coastal railway each side of Civitanova. They also bombarded installations at Ancona. The following night destroyers damaged four schooners and left them abandoned, caused interference with railway traffic, and shelled San Benedctto.

CAIRO, *Middle East Air:* Bad weather continues to interfere with attacks on enemy shipping in the Aegean and has also diminished the amount of shipping which has been able to put to sea from Greece and enemy-held islands.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—*Kavieng:* Our night air patrols set fire to an enemy destroyer with a direct hit amidships . . . *Hansa Bay:* Our night patrols attacked and left in flames a 1,500-ton enemy cargo vessel. . . . *Uligan:* Our fighters on coastal patrol destroyed three enemy barges and started fires in a group of 15. . . . *Choiseul:* Our naval units bombarded shore installations.

12 JANUARY

U. S. Pacific Fleet Communique

Navy search Liberators of Fleet Air Wing 2 made low altitude daylight attacks on shipping and shore installations at Kwajalein Island on 11 January (west longitude date). Six small cargo ships were bombed; two of these were sunk and the rest damaged. Several buildings and other installations were set afire on shore and two planes were damaged on the air field. No fighter interception was encountered.

Army heavy bombers of the 7th Air Force bombed Tarao Island in the Maloelap Atoll on the night of 10 January setting a number of fires and wrecking two planes on the ground. Another group of 7th Air Force Liberators bombed Mille Atoll in the evening of 10 January. All of our planes returned without damage.

Enemy bombers carried out nuisance raids at Tarawa in the evening of 9 January and at Makin and Abemama the night of 10 January, causing no damage.

ALGIERS, *Navy:* British destroyers operating off the Adriatic coast of Italy during the night of 9-10 January damaged railway trains by their gunfire and bombarded San Benedetto with effect. They also hit a schooner and drove it ashore . . . *Air communique:* A large explosion and several

fires were started in Piraeus harbor by our heavy bombers. Over the Dalmatian coast, fighters hit several freighters.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—*New Britain:* At Arawe our air patrols heavily strafed four barges in the Itni River . . . *Cape Gloucester:* Our artillery destroyed two barges off Natamo Point. Our attack patrols strafed one enemy barge and set afire three more at Rein Bay . . . *New Guinea:* Fourteen barges, four luggers and numerous small coastal craft were destroyed in bombing sweeps from Bogia harbor to Cape Croisilles . . . *Saidor:* Our light naval units sank nine enemy barges and damaged 11 others. Many of the barges contained troops. Our air patrols destroyed one enemy barge and damaged two more.

13 JANUARY

U. S. Pacific Fleet Press Release

Bombers of the 7th Army Air Force struck Maloelap Atoll in the Marshalls in the evening of 11 January (west longitude date). A small auxiliary vessel was sunk, a medium cargo vessel was heavily bombed and may have been sunk, and a large destroyer was damaged. Installations on several of the atoll's islands were bombed. Two of six enemy fighters which attacked our planes were believed damaged. All our planes returned safely.

Planes of the 7th Army Air Force carried out two attacks on Mille Atoll on 10-11 January. One of our planes was lost but the crew was saved.

In the early morning of 12 January, enemy bombers attacked Tarawa causing minor damage to installations. Our casualties were minor.

ALGIERS, *Navy:* Our destroyers during the night of 10-11 January continued to harass enemy rail traffic on the east coast of Italy.

LONDON, *Admiralty:* The Admiralty regrets to announce that the destroyer HMS *Hurricane* has been lost.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—*New Ireland:* One of our air patrols damaged an enemy destroyer at Kavieng. . . . *New Britain:* Near Cape Busching our air patrols strafed two enemy surface craft, sinking one and damaging the other. . . . *New Guinea:* In Hansa Bay our night patrols left a 1,000-ton enemy cargo vessel in flames. . . . Four barges and a medium bomber were destroyed by our planes at Alexishafen. . . . Three barges were destroyed along the Bogadjim coast. . . . Off Reiss Point, Huon Peninsula, our light naval craft sank three enemy barges loaded with troops and two more barges which were loading at Sio.

CAIRO, *Middle East Air:* Two supply schooners were attacked north of Monemvasia, in southern Greece. One was blown out of the water, and the other was set afire, both sinking.

14 JANUARY

U. S. Pacific Fleet Press Release

Aircraft of the 7th Army Air Force attacked installations on Mille Atoll in the Marshalls 12 January (west longitude date). There was no enemy fighter opposition. All our planes returned safely.

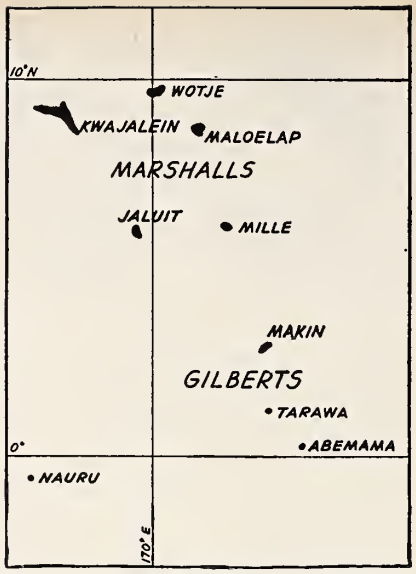
ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—*Kavieng:* Our heavy units scored a direct hit with a 1,000-pound bomb on a 7,000-ton cargo vessel and left it badly crippled and sinking. . . . *Rabaul:* Six barges in Keravia Bay were strafed and seven planes caught on the ground were destroyed. . . . *Gasmata:* Small craft were strafed in the Anwek River. . . . *Wewak:* Our night patrols attacked and damaged a small cargo ship. . . . *Isumrud Strait:* Three enemy barges were set afire near Mugil Point. . . . *Bogadjim:* Eight enemy barges were fired and destroyed by air patrols in coastal sweeps.

MOSCOW, *broadcast communique:* In the Black Sea two enemy barges and one freighter of 1,500 tons were sunk.

15 JANUARY

U. S. Pacific Fleet Press Release

7th Army Air Force planes attacked Mille Atoll in the Marshall Islands in daylight 13 January (west longitude date). Buildings in the cantonment were set afire and planes on the ground were damaged by machine-gun fire.



Area of air raids reported in Pacific Fleet press releases throughout the month.

Wotje Atoll was raided by 7th Army Air Force bombers in the evening of 13 January. Hits were made on shore facilities and several small craft were destroyed.

In the early morning of 14 January our bombers attacked Namur and Roi Islands in the Kwajalein Atoll setting fire to several installations ashore. Later in the morning of 14 January, Army bombers made a low-altitude attack on shipping at Wotje, sinking one medium cargo ship.

No enemy fighter opposition was encountered in these strikes and all our planes returned safely.

CHUNGKING, 14*th U. S. Air Force:* In a sweep over the China Sea, planes of the 14th Air Force bombed and sank a Japanese cargo ship of 2,500 tons and another of 1,800 tons.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—*Timor:* Our long-range fighters executed a low-level sweep along the north coast. A 1,200-ton enemy ship off Atapupu was attacked, set afire and left sinking. At Babau a 500-ton freighter was attacked and damaged. . . . *Bunabuna:* Four barges were destroyed during a coastal sweep.

16 JANUARY

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—*Rabaul:* Forty of our escorted dive-bombers attacked shipping in Simpson harbor, scoring direct hits and near misses on several cargo vessels, a light cruiser, and a destroyer. Of 60 to 70 intercepting fighters, 29 were shot down with many other probables. . . . *Bunabuna:* Our fighter patrols destroyed a two-masted schooner. . . . *Febi Island:* Our night patrols strafed barge formations.

17 JANUARY

U. S. Pacific Fleet Press Release

7th Army Air Forces planes made two daylight raids on Mille Atoll in the Marshall Islands on 16 January (west longitude date). In the first attack, two enemy bombers were shot down over the airfield. In the second, carried out in considerable force, ground installations were heavily machine-gunned. One of our planes was shot down.

On the afternoon of 15 January, 7th Army Air Force bombers made a low-altitude attack on Maloelap. Airfield and fuel station installations were damaged and several planes were hit on the ground. Two cargo ships were bombed and may have been sunk. Approximately 45 enemy fighters were encountered. Two of these were believed shot down. One of our bombers was lost.

Navy search planes sank a small cargo vessel at Likiep Atoll and probably sank another small cargo ship at Jaluit on 15 January.

Enemy bombers made three raids on Makin and two on Tarawa on the night of 15 January.

There was no appreciable damage to our installations. Casualties were light. One enemy plane was shot down at Makin.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—*Kavieng:* Our night air patrols attacked a convoy off New Hanover. A 10,000-ton cargo vessel was hit twice amidships and destroyed. Two other ships of 8,000 tons and 6,000 tons sustained direct hits and were left aflame. . . . A number of enemy barges were destroyed at Sio.

CHUNGKING, 14*th Air Force:* Mitchells on a sea sweep sank an 850-ton collier off Swatow, then bombed a lighthouse and attacked other craft.

18 JANUARY

ALLIED HEADQUARTERS IN NEW GUINEA—*Ambonia:* Our heavy units attacked enemy shipping in Ambon harbor, setting fire to a 9,000-ton merchant ship . . . *Tenimber slands:* Long-range fighters sank two enemy coastal craft . . . *Admiralty Islands:* Our patrols bombed a 2,000-ton enemy cargo ship, leaving it stationary and sinking . . . *Arawe:* Our fighters sank two heavily laden supply craft in Marjie Bay. Our light naval units destroyed three enemy barges at Didi . . . *Matchin Bay:* Fighters strafed enemy barges.

MOSCOW, *broadcast communique:* In the Barents Sea a 6,000-ton Nazi tanker was sunk. In the Black Sea our airmen destroyed two enemy torpedo boats.

19 JANUARY

U. S. Pacific Fleet Press Release

Navy search planes of Fleet Air Wing 2 attacked Kusaie Island (in the Carolines), a Japanese air base southwest of the Marshall Islands in daylight on 17 Jnury (west longitude date), bombing shore facilities.

In the afternoon of 17 January, bombers of the 7th Army Air Force attacked Mille atoll, scoring hits on storage facilities and airdrome installations. All of our planes returned safely from both operations.

Enemy bombers made a nuisance run at Tarawa at dusk 17 January, causing no damage.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—*Rabaul:* Our Solomons-based torpedo and dive bombers with strong escorts attacked Simpson Harbor at midday. Direct hits with 1,000 and 2,000 pound bombs were scored on eight cargo ships, three of which explodel and sank. Two others were left burning and probably sinking. Three others were seriously damaged. Eighteen fighters were shot down . . . *Cape Pomas:* One of our night patrols scored direct hits on a 2,000-ton enemy freighter which was left sinking.

ALGIERS, *Navy:* Our destroyers have shelled Rovigno, Durazzo, Drvenik and Vela Luka. British coastal forces torpedoed a small ship in Sumartin Harbor. American coastal forces attacked lighters off Spezia.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—*Lorengau:* Our night air patrols bombed and blew up a 5,000-ton enemy ammunition ship and sank a 2,000-ton freighter . . . *Rein Bay:* Our fighters destroyed three barges . . . *Arawe:* Our air patrols damaged six surface craft . . . *Hansa Bay:* Our night patrols destroyed a 3,000-ton enemy freighter.

LONDON, *Admiralty:* The Admiralty regret to announce the loss of the destroyer HMS *Tynedale.*

ALGIERS, *French Navy:* One of our submarines successfully attacked two enemy ships . . . We regret to announce that one of our submarines is overdue and must be presumed to be lost.

LONDON, *Polish Navy:* During a recent patrol in the Aegean Sea the submarine *Dzik* sank a 6,000-ton enemy supply ship. She also destroyed two small supply ships.

20 JANUARY

U. S. Pacific Fleet Press Release

Seventh Army Air Force Mitchell bombers made daylight low altitude raids on Mille Atoll in the Marshalls on 18 and 19 January (west longitude date).

In the first attack hits were made on gun emplacements, buildings and airdrome installations. One enemy fighter was damaged on the ground.

In the second attack five grounded planes and airdrome installations were hit. Two of our planes were lost.

The 7th Army Air Force fighters attacked Jaiuit Atoll on 19 January, damaging two small vessels.

On 18 January Jabor Island was attacked by Dauntless dive bombers of the 7th Air Force. Fires were started in fuel storage areas. Two of our planes were shot down.

Benefits for Veterans

(*Continued from Page 9*)

amination is made or the treatment rendered. (b) In hospital treatment for a service-connected condition, an applicant whose disciplinary record is clear can be furnished Government transportation, with incidental expenses, to cover travel to a Veterans' Administration hospital. (c) In hospital treatment for non-service connected condition, transportation and incidental expenses may be supplied as in (b), if the applicant swears he is unable to defray cost. Prior authority from Veterans' Adm. is necessary.

DISABILITY PENSIONS. Amounts payable to a veteran for disabilities due to war service run from $10 a month for 10% disability up to $100 a month for 100% disability (average runs around $40 a month). However, for certain conditions involving extensive loss or helplessness, special pension up to $250 per month may be authorized. Disability must have been incurred in line of duty, without misconduct, and veterans must have been separated from the service under honorable conditions. Also, World War II pension in excess of $20 per month may not be paid to any veteran who is receiving hospital, institutional or domiciliary care from the U. S. or a political subdivision thereof and who does not have a wife, child or dependent parent.

RETIREMENT PAY. Benefits of retired and retainer pay are of interest to naval personnel who may wish to make the Navy their career. In general, long service or physical disability are among the requirements but the conditions, provisions and extent of these benefits are covered by many statutes and decisions, and do not permit brief summary.

INSURANCE: GOVERNMENT. Your National Service Life Insurance is one of your most valuable assets. Don't let it lapse. It may be continued on the 5-year-level-premium-term plan for five years from the effective date, or it may be converted after you've had it for one year into any one of three types of policy: Ordinary Life, 20 Payment Life, or 30 Payment Life.

A deduction from service pay covers premium due in month following that in which deduction is made. To avoid lapse after discharge, forward your premiums promptly to the Collections Subdivision, Veterans' Administration, Washington, D. C., by check, draft or money order, payable to "Treasurer of the United States." Give your full name, address, rank or rating, service or file number, and insurance certificate number. (U. S. Government Life Insurance, for veterans of World War I, may be continued similarly.)

INSURANCE: PRIVATE. Thanks to the Soldiers' and Sailors' Civil Relief Act, most insurance with private companies is also afforded protection against lapse provided you apply for such protection while you are still in active service. If unable to pay premiums, you can arrange for postponement. Apply on Veterans' Administration Form 380, sending original to your insurance company and copy to the Veterans' Administration, Washington, D. C. Your insurance will be protected against lapse for a period up to two years after your discharge or the end of the war, whichever is earlier, but don't forget that you will have to pay up all back premiums, with interest.

EDUCATIONAL SERVICES. A wise serviceman will do all he can to prepare himself for the world he's coming back to. He can be learning either through classes under Navy Educational Services, correspondence courses offered by U. S. Armed Forces Institute, or university extension courses available through USAFI.

Any serviceman who was taking one of these correspondence courses at the time of his discharge is permitted to continue any course actually under way at the time of his discharge. In addition, many veterans will want a record of their education, training and experience in the Navy for possible use in obtaining school or college credit, or to present to a prospective employer when looking for a job. This record can be obtained upon application through your Educational Services officer or direct to USAFI.

TRANSPORTATION. This is available under three categories:

Officers and nurses of the Naval Reserve on release from active duty are entitled to mileage from the place of release to the place from which ordered to active duty; i.e., the place to which active duty orders were addressed.

Enlisted personnel of regular Navy discharged except by way of punishment for an offense or for own convenience will be entitled to 5¢ per mile from place of discharge to place of acceptance for last enlistment. (Exception: men discharged for disability are entitled to transportation and subsistence to home. If such discharge is not the result of own misconduct they may elect to receive 5¢ per mile to place of acceptance for last enlistment.)



Great Lakes Bulletin (NTS, Great Lakes)

"May I see someone with a little authority?"

Enlisted personnel of Naval Reserve who enlisted through regular recruiting procedure, and who are discharged or released except by way of punishment for an offense or for own convenience, will be entitled to 5¢ per mile from place of discharge or release to the place from which last ordered to active duty. Those enlisted members of the Naval Reserve inducted into naval service under the Selective Training and Service Act, and who are discharged or released except by way of punishment for an offense or for own convenience, will be entitled to 5¢ per mile from place of discharge or release to the location of the local board where they first reported for transfer to an induction center.

TRANSPORTATION FOR DEPENDENTS AND MOVEMENT OF HOUSEHOLD GOODS may be provided to those members of the regular Navy and of the Naval Reserve (including the Women's Reserve) and retired personnel of the regular Navy who hold ratings of petty officer, second class, or above, from last permanent duty station to official residence of record when ordered to active duty.

Transportation of dependents and movement of household goods may not be provided by the Navy to retired members of the Navy or members of the Naval Reserve below petty officer, second class; or to Navy nurses.

Under no circumstances will transportation of dependents or movement of household goods be provided to individuals who are separated from the service by resignation, revocation of temporary appointment, furlough, or discharge from the regular Navy. In the case of individuals discharged from the Naval Reserve because of physical disability not due to the officer's or the man's own conduct, transportation of dependents is authorized notwithstanding the fact that discharge was not preceded by a release from active duty, and travel is commenced within 60 days of discharge from hospital.

TAXES, which you may not have been paying much attention to while in the service, will concern you when you return. Possible advantages which you may enjoy as a veteran are:

(1) Any benefits to which, as a veteran, you may be entitled and which you receive through the Veterans' Administration, are not subject to tax.

(2) You will probably find little income tax still hanging over your head

when you come out, for two wartime provisions will have eliminated a good deal of it—the "forgiveness" of all or most 1942 Federal income tax for those in service during 1942 or 1943, and the increased exemptions for servicemen in 1943 (up to $1,500 of service pay plus the regular exemptions of $500 for single men, $1,200 for married men, and $350 per dependent).

(3) Under the Civil Relief Act, if you were serving in the United States, collection of your income tax (whether falling due during or prior to your period of military service) is deferred without interest for a period up to 6 months after the termination of your military service, if you establish by a statement of your financial condition (filed with the Collector of Internal Revenue) that your ability to pay is materially impaired by such service. (For further details on income tax, see article on page 13 of this issue).

CIVIL RELIEF ACT. While you've been in service, you've been afforded the protective coverage which courts may grant by the provisions of the Soldiers' and Sailors' Civil Relief Act.

There is nothing in the law which relieves you from the actual payment of debts or other obligations incurred prior to your entry into the service. It is only when your ability to meet your obligations has been impaired because of such service that relief is afforded. Questions of the extent to which relief is afforded are left to the courts.

The court may stay proceedings for a period of not more than 6 months after termination of service. This act remains in force until 15 May 1945, unless the U. S. is then engaged in war, and in that event, until six months after the war is terminated by a treaty of peace proclaimed by the President.

TIPS FOR FUTURE VETERANS

1. Be conscious of *all* your rights and privileges. They have been devised and made a part of the law of the country to set your mind at rest while you fight. They are not in any sense charity. The Canadian government tells its veterans, "there is no suggestion of financial reward for service with the armed forces of Canada because such service cannot be measured in terms of money." Anything that eases your return to civilian life is also an advantage to your community.

2. When in doubt about your rights or benefits, don't short-change yourself by saying, "Oh, I guess that doesn't apply to me," or "This isn't really important enough to bother anyone about." There are just and competent people to make such decisions for you; if your claim is just, they'll find it out and so advise you. If your claim is not well-founded, they can tell you that, too. Work through the appointed agencies ready and able to help you.

3. Prepare all possible claims or papers *before* discharge. Once you are out, long delays may be encountered in trying to get information you need.

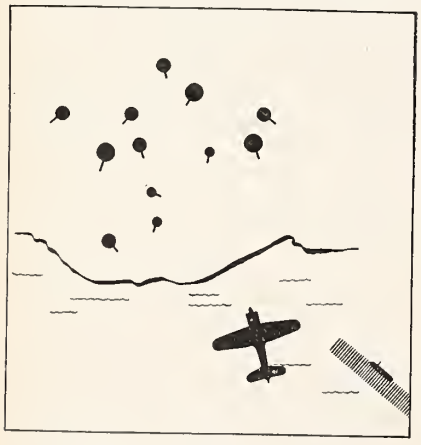
4. Don't let your Government insurance lapse; it's a valuable asset. See paragraphs on insurance.

5. Protect your private insurance, too. Know your rights as to protection of private-company insurance during the war and after discharge.

6. Prepare yourself now for the world you will come back to. You can get courses through the Navy's Educational Services Program, and correspondence courses are available through the U. S. Armed Forces Institute, as well as university extension courses made available through USAFI.

7. Obtain a certificate of your courses by writing USAFI, if you are enrolled with them. They will forward a certificate to any school or college at which you wish to apply for academic credit, or to any employer to whom you wish to apply for work.

8. You can get War Ration books when you get back by applying at the War Price and Rationing Board for the place in which you live. Apply in person, with evidence of discharge.



An Unlikely Problem In Combat Navigation

Map out a continuous course for this carrier-based bomber so that it can cover each pillbox and return to the ship (lower right) in five straight lines. (*Answer on Page 66.*)

Letters to the Editor

(*Continued from Page 36*)

is observed on some stations. But it has no basis in the regulations of either service.—ED.

TO THE EDITOR:

In the answer to Question 20 in the "What Is Your Naval I.Q." quiz of January you referred to "second class petty officer" and "third class petty officer." The correct official designation should be "petty officer, second class" or "petty officer, third class." All petty officers are first class—presumably.—R. E. A., Comdr., USNR.

• *The commander is right.*—ED.

TO THE EDITOR:

The May, 1943, issue of the Information Bulletin, p. 38, has a section entitled "Enlisted Distinguishing Marks." The third designation in this section, entitled "Aviation Utility," states:

"All enlisted personnel assigned to aviation duties wear a winged insignia midway between the wrist and elbow, on the left sleeve for men of the seaman branch and on the right sleeve for others."

Inasmuch as regular aviation ratings incorporate the winged design with the appropriate mark of their rating, information is requested as to whether or not the term "all enlisted personnel assigned to aviation duties" would include such ratings as yeomen, storekeepers, pharmacists mates, etc., who, although serving on aviation details, do not have any insignia showing that they are actually attached to an aviation activity.—T. A. S., Ylc.

• *We were vague in the use of "aviation duties." By BuPers Circular Letter 28-43, aviation utility distinguishing marks are to be worn by "personnel of any rating other than aviation branch, attached to and serving in the Air Department of carriers for a period of not less than three months under operating conditions."*

TO THE EDITOR:

I was in the Maritime Service for two months previous to my enlistment in the Navy. Can I wear my Merchant Marine ribbon on a Navy uniform?—K.L.T., Sp (M) 3c, USNR.

• *You may wear any Merchant Marine ribbon authorized by Congress which you earned before joining the Navy. Such a ribbon would be worn in the order earned, that is, ahead of any area ribbons which you may earn in the Navy.*—ED.

TO THE EDITOR:

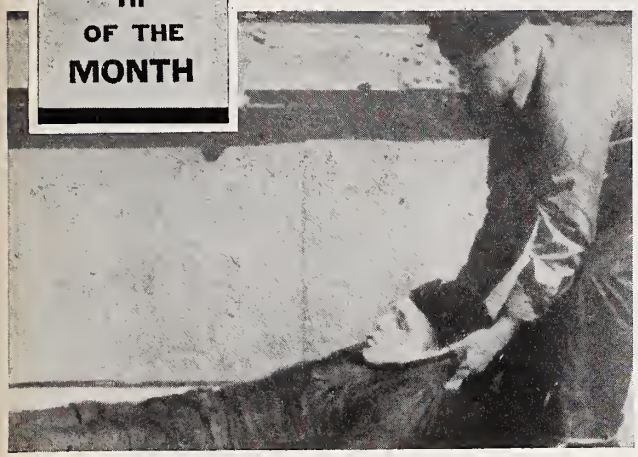
I have submitted an application for warrant . . . but I was born in Canada and was naturalized in December, 1936. According to the BuPers Manual, 10 years as a naturalized citizen is necessary for appointment, but I have been informed this condition is waived for a person with six months or a year of active duty. What are the regulations?—R.M., SK1c, USNR.

• *As a matter of policy, the Bureau of Naval Personnel will not approve appointments in the Naval Reserve of foreign-born persons who have been naturalized less than 10 years and who have not resided continuously during the 10-year period in the United States. However, in exceptional cases where the applicant's qualifications are outstanding, the 10-year citizenship and residence requirement may be considered for waiver if the applicant is a citizen.*

BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

TRAINING TIP OF THE MONTH

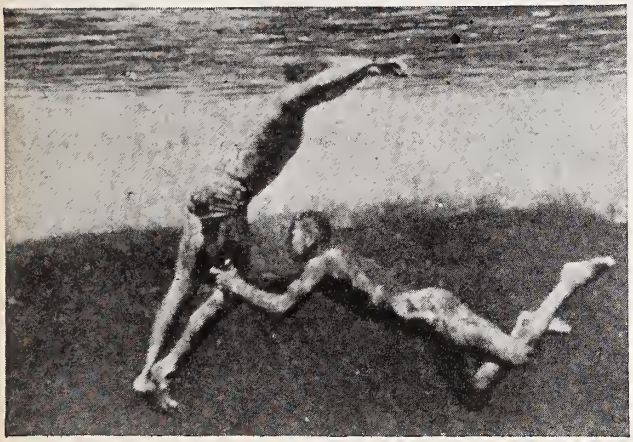
Tricks That May Save Lives



TO MOVE INJURED persons without a stretcher: If you have no help and *must* get the victim to shelter, lay him down carefully and drag him by the collar. This is easier on him than if you tried to carry him. ➔



Two men can safely carry an injury victim in a blanket. It should be kept taut to hold his back straight and prevent further injury from strain on, or movement of, torn muscles, injured organs or broken bones.



LIFE SAVING: If the victim is threshing dangerously, approach him underwater and, keeping clear of his grasp, turn him away from you before attempting to bring him to the surface. ➔



The "hair carry," shown above, is one of the safest and easiest methds of towing the victim to safety. It enables you to keep a secure grip on him while in a free swimming position beyond his reach.



ARTIFICIAL RESPIRATION: A blanket, placed as shown here, helps to restore normal body temperature in a victim of apparent drowning during the application of rhythmic pressure to reestablish breathing.



Before relieving the operator in artificial respiration, the relief should carry out the motions beside the victim until in step. The shift then can be made without breaking rhythm.

Official U. S. Navy photographs



Official U. S. Marine Corps photograph

Marines on Tarawa storm a well constructed pillbox in which Japs refused to surrender even when surrounded.

How It Was Done at Tarawa

Attackers Planned Well, Came Armed for a Tough Fight— And Were Willing to Pay the Necessary Price for Victory

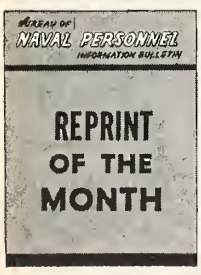
By MAJOR GEORGE FIELDING ELIOT

Military Analyst of the New York Herald Tribune

I. The Mission

As an integral part of the operations in the Pacific directed toward the eventual defeat of Japan, the decision was taken to drive the Japanese out of the Gilbert Islands.

This operation was the first amphibious attack on the system of Japanese island bases in the opening of a new active area, thus absorbing still further the Japanese strength, especially air and naval strength, and placing the Japanese under the necessity of making painful decisions as to the allocation of their forces. The attack on the Gilbert Islands must be considered in connection with the operations in the South and Southwest Pacific areas, where heavy pressure is now being exerted against them and where they have already shown definite signs of weakness—especially in the air.



It must likewise be considered in connection with forthcoming operations in the Southeast Asia theater of operations, where the Japanese will require strong air and naval forces in order to maintain their grip on Burma, Sumatra and the Andaman Islands. There are good reasons to believe that the Japanese capacity for replacement of aircraft and of flying personnel is being overpassed by even the present rate of loss, whereas the capacity of the United Nations is rising rapidly.

There is likewise good reason to believe that the Japanese have not been able to replace naval vessels and merchant shipping as rapidly as they have lost them, and there must be taken into account the likely shift of the bulk of British naval strength from the Mediterranean to the Indian Ocean, considered alongside the tremendous success of the American naval and merchant shipbuilding programs and the virtual conquest of the submarine in the Atlantic. All these conditions call for an increased pressure, especially by naval, air and amphibious forces, against the Japanese outposts in the Pacific Ocean.

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The attack on the Gilberts seems primarily to have been designed to obtain possession of the Japanese air base on Betio Islet, in the Tarawa Atoll, in order to have an advance base for American land-based aircraft from which neutralizing operations could be carried out against the Japanese airfields in the Marshall Islands in support of carrier-based air groups.

This neutralization of enemy air power is a prerequisite for amphibious operations, and the step-by-step process required in order to obtain the necessary bases is an essential element in an amphibious campaign. No one likes the bloody and risky process of "island hopping," but no one has been able to suggest a better way to get at the vital centers of Japan and her vital sea communications. It is a specialization to the last degree in all who take part in it.

The move into the Gilberts may be considered the first step in an amphibious campaign in the Central Pacific

area, whose ultimate objective is the capture of the Japanese bases in the Marshall and Caroline Islands and the recapture of Wake and Guam.

II. The Objective

Tarawa Atoll is one of the Gilbert Islands, a British colonial possession. The Gilbert Islands were occupied by the Japanese shortly after the attack on Pearl Harbor, and have been in Japanese hands ever since.

Tarawa lies almost at the junction of the equator and the international date line. Its exact position is 1° 30′ north, 173° 00′ east. It is the most important of the islands of the Gilbert group.

In shape the Tarawa group forms a right-angled triangle, with its apex pointing almost due north; this triangle is about twenty-three miles long and has a base of about fourteen miles. The eastern and southern faces of the triangle consist of a continuous chain of small, low-lying coral islands, fringed by reefs. The western face is a submerged reef. The whole incloses a lagoon containing many small islands and innumerable coral heads. Navigation within the lagoon, especially for ships of any size, is dangerous. The ordinary aids to navigation have, of course, been removed. The position of shoals and coral heads is uncertain, and errors have been found in available charts.

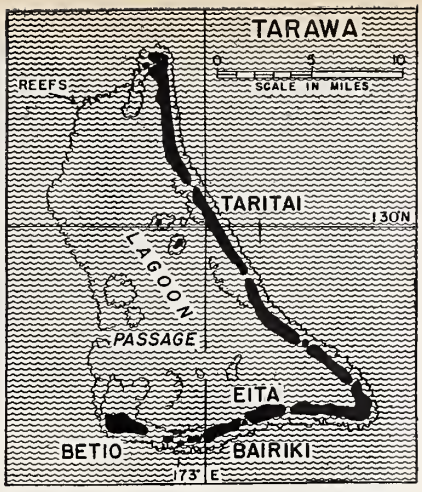
Betio Islet, where the Japanese defenses were concentrated, lies at the extreme southwestern part of the atoll. The entrance to the lagoon through the submerged reef is about three and a half miles north of the northwestern corner of Betio. Betio is surrounded by a shelving reef of its own, extending from 400 to 900 yards offshore. Betio itself is about two and a half miles long and an average of 800 to 1,200 yards wide, tapering at its eastern end down to a long narrow spit.

The northern side of Betio faces the lagoon. The western and southern sides face the open sea.

III. The Enemy Forces and Defenses

The Japanese garrison on Betio consisted of approximately 4,000 men of the Imperial Marines. These men are really bluejackets, wearing naval uniforms; they are specially selected from the personnel of the fleet for training in marine duties, and wherever encountered have shown a high esprit de corps, fine fighting qualities and great efficiency. There were also on the island some 400 unarmed Korean laborers, who took no part in the defense and surrendered at the first opportunity.

The backbone of the defensive armament consisted of eight 8-inch guns in four twin emplacements, one at the northwest and one at the southwest corner of the island, one on the narrow spit at the east and one about



midway of the north shore, near the shore end of the island's one pier. All these guns had wide and effective arcs of fire. Together they were able to sweep the whole of the south and west coasts with their fire, as well as a good part of the north coast.

There were also several pairs of 5-inch coast-defense guns on twin mounts and a number of dual purpose or antiaircraft guns of calibers upward of 3 inches.

All these guns were in well protected and well camouflaged positions, with plenty of shellproof cover for their crews near by. The gun positions and, indeed, all the Japanese defensive positions on the island were well connected by a system of protected communications.

Around the edge of the island the Japanese had built a tank trap consisting of a wide ditch with steep sides, covered by interlocking bands of fire from machine guns and heavy-caliber automatic guns in covered positions. Inside this tank trap, the whole island was dotted with blockhouses of the heaviest construction, concrete and steel cupola-shaped pillboxes, covered machine-gun nests built of coral blocks, with well established sweeping fields of fire, the whole connected by a system of trenches with scattered concealed foxholes.

The mobile armament of the garrison of Tarawa included field guns, machine guns and automatic rifles. There was an especially heavy armament of mortars. The rifle with which the garrison was equipped was the new type Japanese rifle of .33-caliber, replacing the old 6.5-mm. rifle which was standard equipment in the Japanese Army in 1941. The garrison had a few tanks, but these did not get into action to any serious extent, being knocked out by our covering fires.

Much of the beach and, in part, the shallow waters between the beach and the inner reef were protected by barbed-wire entanglements. Along the south coast the Japanese had constructed, between reef and shore, a partially submerged barrier of reinforced concrete pyramids so placed as to be just invisible at high water and sufficiently close together so that "alligators" and other landing craft could not pass between any two pyramids.

The principal point to be kept in mind about the Japanese defensive system is its interlocking nature and the astonishing strength of its construction. Some of the blockhouses were found to have an overburden of five to six feet of coral sand, then layers of palm logs strongly lashed together, then another three to four feet of sand or coral blocks, then still other layers of logs supported by steel girders; the whole superimposed on reinforced concrete bases or steel drums filled with concrete or coral. In some cases these structures withstood direct hits by naval bombardment shells, and they were impervious to attack by field artillery at point-blank range.

Some of these blockhouses, the larger ones, were as much as 17 feet high, though others were almost wholly buried in the coral rock and presented low reliefs. They varied from 15 feet to 40 feet in diameter.

The Japanese fire plan was efficiently worked out for coordinating the fire of all their fixed and mobile weapons. The island is so small that the whole of its beaches and approaches could be swept by a withering and well controlled crossfire.

There was every indication that the Japanese high command had determined to defend Betio at all costs and had taken every measure within its power to assure a successful defense. It is hard to think of anything which could have been done in so small a space which had been omitted. The garrison had direction finders, range finders, searchlights, radio and other items of the most modern equipment; also huge ammunition, food and supply dumps.

The military importance of Betio Island, both to the enemy and to our forces, was largely in its airfield, which occupied much of the central part of the island. It was in the shape of an obtuse triangle, with a concrete base strip about 1,800 yards long and two joining coral strips. Enemy aircraft were present on the island in small numbers but took no part in its defense, being damaged or immobilized by the heavy covering fire and constant air support. Such enemy air interference as appeared during the action was weak, ineffective, and was probably operating from distant bases in the Marshall Islands (350 miles to the north).

IV. The Attacking Forces

The attack on Tarawa was under the high command of Admiral Chester W. Nimitz, commander in chief of the United States forces in the Pacific, and was planned under the direction of Vice Admiral Raymond A. Spruance, commander of the Central Pacific area. The amphibious force whose

mission was the recapture of the Gilbert Islands was under command of Rear Admiral Richmond K. Turner. He had at his disposal naval vessels of all classes (battleships, cruisers, aircraft carriers, destroyers, small craft and auxiliaries), with their attached and supporting aircraft, and an amphibious corps under Maj. Gen. Holland McT. Smith, USMC, consisting of the 2nd Marine Division, the 27th Division, United States Army, and corps troops.

This force carried out simultaneous attacks on Tarawa and Makin Islands, and slightly later an attack on Abemama Island, all of the Gilbert group. A task force, as one element of Admiral Turner's command, was told off to attack Tarawa. It consisted of the necessary naval and air forces and the 2nd Division of U. S. Marines; the commander of this task force was Rear Admiral Harry A. Hill; of the 2nd Marine Division, Maj. Gen. Julian Smith.

The fact that the naval force included battleships indicates that the naval gunfire support lacked no power that could have been given it. The air support was overwhelming, as indicated by reports that more than 1,000 planes took part in the operations and that enemy air interference was negligible. In addition to the carrier-based naval aircraft, long-range Army and Navy planes operating from island bases took part in the preliminary operations, and there were several squadrons of Marine Corps aircraft present for the close support of the landing forces, for which Marine Corps flyers are specially trained. The Marine Corps planes operated from carriers.

Admiral Hill's task force, with the other elements of the amphibious force under Admiral Turner's command, was originally assembled in a distant port where considerable dock space, warehouse space and cargo-handling machinery was available.

Every transport had to be "combat loaded"; that is, so loaded as to every square inch of deck space that when the time came, possibly under enemy fire, for the troops and equipment to go from the ship into the landing craft every man and every piece of equipment would move out of the ship in exactly the right order. This is no simple task, and it is one of the innumerable specialties of the Marine Corps. So far as possible, a complete combat team is loaded into each of the larger ships; in transports of normal size this means a reinforced battalion apiece, that is, an infantry battalion with its various supporting weapons, a battery of field artillery, a tank platoon or company, a platoon of engineers, a company of amphibious landing craft to carry the troops and such additional supporting or auxiliary units as there may be room for.

With each battalion goes everything that it needs to take it ashore and everything it needs to fight when it gets there. Thus, even if one or more transports are sunk or disabled, no essential element of the whole force is lost—as might be the case if all the tanks or all the artillery were packed into one transport and infantry into others. From each transport a complete fighting team can land and begin to fight as soon as it hits the beach. This is combat loading, and the Marines carry it to such an extent that it is not uncommon for Marine officers to have scale models of transports built, and little scale models of every piece of important equipment, so that they may work out by trial and error the most practicable system of loading and discharging without confusion or loss of time.

From the base the ships of the task force proceeded to an advance base, where the final preparations were made, then to a rehearsal area where conditions similar to those of Tarawa were to be found, where the whole operation was rehearsed down to the last detail, and, finally, proceeded to its objective.



Official U. S. Navy Photograph

BATTLE FOR BETIO (foreground): The photograph was taken from a plane during an earlier air attack on Tarawa.

V. The Plan of Attack

The infinitude of detail contained in the plan even for a small-scale operation such as this, involving only a single division and with an island of little more than a square mile in area as its objective, can hardly be grasped by the lay mind.

To begin with, there must be the most thorough reconnaissance, in which air forces play the major part. Every scrap of information about the objective—the strength and disposition of the enemy forces, the depths of water, the approaches, the prevailing winds and currents, the tides, the usual state of visibility and many other matters must be considered by the commander-in-chief before he can even determine on the size of the task force he requires for the attack.

When the task force commander has been detailed, he assembles his staff and senior unit commanders and goes over all this mass of information. If he needs more, he takes steps to get it. When he is satisfied that he has all the information that is available, he

prepares, with the assistance of his staff, his estimate of the situation. On the basis of this estimate, he then issues his orders for the attack and directs the preparation of the detailed plans for the operation.

The most important part of the plan, in an amphibious attack, is the ship-to-shore plan. This involves the movement of the troops and equipment from the transports into the landing craft and, by means of the landing craft, to the beaches where they are to go ashore. In this part of the plan it is necessary not only that leaders of large units, such as battalions and companies, know what they are to do, but also that every man, down to every last machine-gunner and rifleman, understands his part in the plan, understands the mission of his outfit and understands that, even if he is left alone, it is up to him to carry on and try his best to execute his part of the job.

In the ship-to-shore plan the Navy remains in command until the men actually hit the beach, and then the Marine commanding officer takes over.

The ship-to-shore movement is made in waves. The leading waves include mostly riflemen, rifle grenadiers, automatic-rifle men and light machine gunners. Light mortars follow, and heavier types of machine guns, in succeeding waves. Then come heavier mortars, howitzers and motor transport, finally medium artillery, heavy engineer equipment, trucks, armored cars and other heavy material as needed. Tanks go ashore in early or late waves according to conditions. The whole ship-to-shore movement is a highly complicated, interlocking mass of detail. Once begun, it cannot be stopped; to check it would be to invite disaster; it must go on until it has gained its objective or until it has been shoved back into the sea from which it came.

Next in importance to the ship-to-shore plan is probably the air support plan. This provides for last-minute air reconnaissance to discover any changes in the enemy's situation, for heavy air bombardment against enemy positions and forces, for counter-operations against enemy aircraft, particularly with a view to immobilizing or destroying them on the ground; for the protection of the ships against enemy bombers and torpedo planes, which will make the ships their primary targets if they can get at them, and for close support of advanced elements of the ship-to-shore movement by dive bombers, which come into action with special effect after the naval gunfire support has lifted from the beach, at which time the enemy will come out of his bomb-proof shelters and man the defensive armament.

Next we must mention the naval gunfire support plan, which comes into operation as the ship-to-shore movement is about to commence, or immediately beforehand. It involves the coordinated and concentrated use of every naval gun that can be brought to bear on the enemy objectives. The effectiveness of the fire is, of course, limited by conditions of visibility, the number and types of ships available and the efficiency of the aerial observation and adjustment of fire. It is also limited by the available ammunition supply.

The most effective types of projectiles for bombarding shore objectives are the ordinary high-explosive shell, with a proportion of anti-personnel, phosphorus and smoke. In such an operation as that against Tarawa, where the possibility must be kept in mind that powerful enemy naval forces may approach the combat area, the admiral in command will desire to keep in hand his full battle allowance of armor-piercing ammunition, and the magazine capacity for the additional stowage of the bombardment ammunition under the requirements of naval safety conditions is not always very great.

The communications plan is an essential element in the general battle plan. It must include communications between ships and aircraft, between ship and ship, between ships and landing craft, between aircraft and landing craft, between aircraft and aircraft, between the various elements of the landing force, both while proceeding from ship to shore and after they have landed; between ships furnishing gunfire support and the troops ashore which they are supporting and between aircraft and troops ashore.

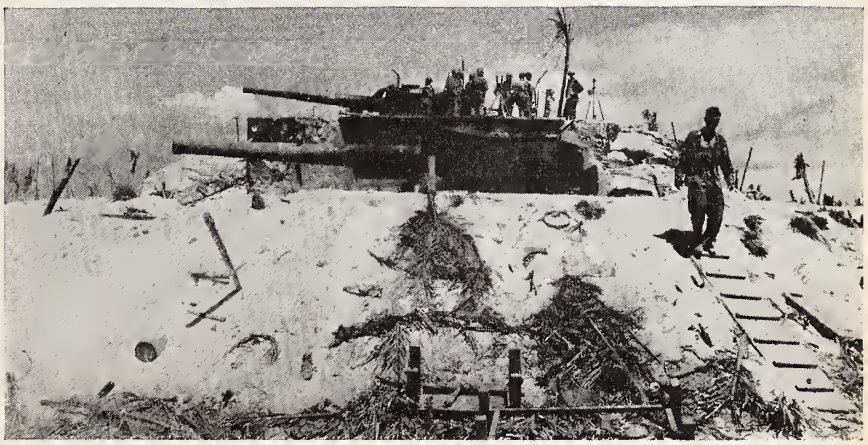
Finally there is the shore operations plan, which deals with the actual operations against the enemy garrison and defenses by the troops after they have landed: the establishment and expansion of the beachheads, the development of offensive operations therefrom and the final decisive attack on the enemy.

Probably the plans of the attack on Tarawa, as finally assembled and approved, occupied about 200 pages of legal-size typewriter paper.

VI. The Attack (First Day)

The attack commenced at dawn on D-day (as the first day of an attack is always designated). This day was Nov. 21, 1943. The transport rendezvous was about 11 miles northwest of the northwest corner of Betio Island. The initial attack was directed against the western half of the north, or lagoon, side of the island, over a stretch of beach about one mile in length. The attack was made in daylight because of the advantages to be obtained from good visibility for supporting fire, and particularly for aircraft in close support, as well as good visibility for the landing forces when they came into actual contact with the enemy. A landing at night has the advantage of the cover of darkness during the approach, but this can be largely neutralized in the last stages of the approach by enemy use of flares, star shells and searchlights. The great disadvantages of a night attack are the likelihood that some elements of the landing forces will miss the designated beaches altogether and find themselves in an isolated position on a hostile shore, and the difficulty of locating the enemy defenses and knocking them out once the landing has taken place. Thus at Salerno, where a night landing was made, many well concealed German machine gun and mortar positions were bypassed by the leading waves of the attacking forces and took a heavy toll of lives in the morning when it was light enough for the German soldiers to see.

The north, or lagoon, side of the island was chosen for the attack because of the heavy concentration of enemy defensive works on the south side and the fact that on the west side the inner reef was so far from the beach that troops would have to wade an inordinate distance under fire. The dangers from shoal water and coral heads within the lagoon were considered, but were thought to be less formidable than the enumerated risks to be encountered on the other faces of the island. Moreover, it was anticip-



Official U. S. Marine Corps photograph

BRITISH-BUILT GUNS, captured by the Japs at Singapore and brought to Tarawa, are examined by marines after their conquest of the atoll.

pated that much use could be made of the pier on the north side, which proved to be correct in the event. It is probably not too much to say that from the point of view of the landing forces this pier was the most important tactical feature of the island. Finally, the south coast of the island is slightly concave, which permits of converging fire being brought to bear against landing forces.

The initial attack against the one-mile stretch of beach already mentioned (the western half of the north shore of the island) was delivered by three reinforced battalions abreast, attacking sectors of the beach which we will call Sectors 1, 2 and 3 in order from west to east. Sector 1 covered the small cove just east of the northwest point of the island: Sector 2 extended from the eastern shoulder of that cove to the pier; Sector 3 extended from the pier to the radio station. The pier itself was of heavy pile and coral-block construction and ran out from the shore about 400 yards until it reached the inner reef. Its outer end thus made contact with the deeper water beyond the reef.

The air and naval gunfire attacks began as soon as it was light enough to see the target area and were carried on with great intensity. In the course of these, a total of 2,200 tons of shells and 700 tons of bombs were discharged upon Betio Islet—something over 50 pounds of explosive projectiles for every square yard of its surface. This is a very heavy scale of preparation for a single intensive effort. It was not sufficient to destroy the more rugged Japanese defensive positions, but, in fact, these could have been destroyed only by a long and continuous bombardment over a period of days, such as was used on the Western front during the last war literally to pick apart the enemy defenses bit by bit; but this type of bombardment is impossible in amphibious operations. The ships do not have a sufficient ammunition supply for such purposes, and it is dangerous to keep large groups of ships within reach of enemy aircraft during long periods of preparatory operations, which give notice of their presence without exploiting at once the advantages of surprise.

Under cover of the preparatory fire the landing craft proceeded to their rendezvous and crossed the prearranged line of departure roughly on schedule. There were, however, some delays due to the fact that the preparatory attacks did not in all cases silence the enemy major defenses; H-hour (the hour at which the leading wave is supposed to reach the beach) was set back 31 minutes, and then 45 minutes. However, as already remarked, the ship-to-shore movement, once commenced, cannot be indefinitely held up, and the leading waves went in to effect the landing.

Visibility was good; but a strong



Official U. S. Marine Corps photograph

HEADQUARTERS of the Japanese command on Tarawa, this concrete structure, reinforced with steel, withstood direct hits by artillery fire.

southeast wind was blowing, driving the water offshore along most of the north coast of Betio and reducing the depth of water over shoals and coral heads in the lagoon and between the island and the inner reef. Many landing craft were stranded, some as far as 800 yards offshore. The men from these leaped into the water and waded shoreward under heavy fire. Other landing craft reached their assigned destinations. In some cases rubber boats had to be used.

The "alligators" (called by the marines "amtracs," or amphibian tractors) climbed over the reef without difficulty in most cases and made for the shore. The actual landing was in part covered by the machine guns and light cannon of the landing craft, but the choppy sea rendered accurate firing difficult. When the first wave was about 200 yards offshore the naval gunfire on the beach defenses lifted to inland objectives, and the enemy immediately swarmed out from his well roofed bomb shelters and went into a blaze of action with his defensive armament. It was immediately perceptible to the Marine officers that heavy casualties were going to be suffered.

The difficulties were particularly great on the flanks, where the heaviest Japanese defenses were faced. In both Sector 1 and Sector 3 the landing forces were denied lodgement on the beaches despite the most gallant and persistent efforts. In Sector 2 the landing was made good, partly due to the shelter of the pier, and a small beachhead about 300 yards wide and 30 to 50 yards in average depth was established during the afternoon around the head of the pier. This was held against every enemy effort. And as night fell this was the only securely held lodgment of our forces on Betio Island.

The greater part of the enemy heavy and medium armament had been put out of action early on D-day by the naval gunfire and the supporting aircraft. The enemy resistance was coming from his covered positions facing the beach, and particularly from the fire of mortars, light field artillery, 40-mm. automatic guns, machine guns and rifles. In the crowded beachhead men lay or crouched huddled on the open beaches, pushing up against the sea-wall for shelter from the enemy fire, to which they replied as best they could. On this day few supporting weapons except a scattering of 60-mm. mortars were landed. The Japanese filtered out along and behind the pier and built up galling reverse fires by swimming or wading out to stranded landing craft, where many Japanese snipers had to be rooted out and killed individually.

VII. The Attack (Second Day)

The coming of night on D-day, however, brought new opportunities which were quickly exploited by the commander of the marines on shore, Col. David M. Shoup. He reorganized the elements belonging to Sectors 1 and 3 which had not landed, or had had to be diverted. He brought these ashore in Sector 2, reinforcing his beachhead and expanding it a little. He cleared the Japanese off the pier altogether and established full possession of it. It proved from then on invaluable to the attacking force. At dawn Colonel Shoup was able to launch a successful attack inland, which gave him a greatly enlarged beachhead, maneuvering room for his supporting elements and possession of part of the airfield.

The enemy resistance continued extremely strong through this day—D plus 1. Each separate little dugout and pillbox had to be smashed. In the larger blockhouses the enemy literally had to be dug out, or even burned out with flame throwers. The most extraordinary steps had to be taken to dispose of even small parties of the enemy, so well were they dug in and so viciously did they fight. In one case a party of marines chased four Japanese into a blockhouse and then signaled for naval gunfire to destroy them.

In another a single Japanese in a machine-gun nest was still alive and firing after three blocks of TNT had been detonated in succession inside his shelter; it took a fourth explosion to kill him. This was because the interior of every Japanese defensive position

was cut up into compartments by baffled traverses, so that a grenade or shell had to burst in the exact compartment where the defenders were in order to kill them. Even the Japanese fox holes were dug on a spider pattern, several narrow slit trenches extending outward from a single center. If there were five such trenches, with a Japanese marine in each, it took five grenades to put that squad out of business, and the last man kept on firing until he was killed.

In fact, the reduction of the Japanese resistance was a matter of individually dealing with every blockhouse, every machine-gun nest, every steel cupola, in every one of which the defenders resisted until they were killed. However, by the use of supporting weapons, particularly 75-mm. howitzers and flame throwers, the efforts of the marines were much aided, and the Marine tanks which survived throughout this day did magnificent service whenever enemy personnel could be caught in the open.

During the night of the second day preparations were made for a new landing on the west coast of the island, where the Japanese defenses had now been destroyed or reduced to comparative ineffectiveness (there were still pockets of Japanese resistance up in the northwest corner).

On the morning of the third day (D plus two, or Nov. 23) strong infantry reinforcing elements of the 2nd Marine Division were put ashore on the west coast of Betio, and these forces proved finally decisive in wiping out all Japanese resistance except that in the extreme eastern end or tail of the island. When the remnants of the Japanese garrison had been driven down into this narrowing sandspit, they resisted strongly for a time.

Then suddenly they burst out of their defenses in a parade-ground charge—a charge delivered in perfect order and formation over open ground against an enemy well provided with machine guns and other automatic weapons. There could, of course, be only one result: the last organized effort of the Japanese garrison at Tarawa was wiped out.

The remainder of D plus 2 was spent in mopping up isolated snipers and small groups of the enemy who continued to resist. Only seven prisoners were taken, aside from the Korean laborers. Some sniping went on through the night of D plus 2.

On the morning of D plus 3, after 76 hours of fighting, enemy resistance on Tarawa had ceased.

The casualties to the marines were 1,026 killed and 2,557 wounded, or 3,583 total casualties out of perhaps 14,000-15,000 officers and men actually engaged. They were not as great as the casualties of the British 29th Division (of about the same strength) at Cape Helles (Gallipoli), April 25, 1915, and that operation was a tactical failure. They were probably not as great as the losses of the Japanese in their attack on Wake Island, where 380 marines held out for 12 days against an attacking force of comparable strength to our task force at Tarawa. The Marine losses at Tarawa were heavy losses, but they were the price of victory.

VIII. The Lessons of Tarawa

First and foremost of the lessons of this operation is a lesson already learned, but which is here again reemphasized.

That is that an amphibious attack against a well prepared enemy is in all cases a costly operation and will certainly be the more so if the objective is so small that the enemy is in no doubt as to where the attack will come, but can at once concentrate his full efforts against it.

Thus in the attack on Bougainville Island, at Empress Augusta Bay, the Japanese had the problem of defending an island something over 115 miles long and averaging 30 miles in width with a force probably amounting to a reinforced division plus some local defense elements. There were a number of available landing places, and the attacker had command of sea and air, or at least decisive superiority in both elements. The attack could come anywhere. Under those conditions the defender can only hold a few key points with light defensive forces and keep the bulk of his troops in hand for counter-attack. Therefore the scale of casualties to be faced at the actual landing is not necessarily very great; the real fighting comes afterward, when the enemy launches his counter-attacks to try to drive the attacking forces out.

This was true also at Guadalcanal. It was true the other day on New Britain. It was true in Sicily. At Salerno it was not true, because the enemy had been anticipating an attack exactly where it was delivered and was ready for it. That was his good luck and our bad luck. In war these accidents cannot always be prevented; the factor of chance will enter. No general's information of the other side is ever entirely complete in all particulars. The fog of war hangs between his anxious eyes and the dispositions of the enemy. Other factors being equal, victory goes to the commander who makes the fewest mistakes; there are no commanders who make no mistakes. There never have been.

Another lesson of Tarawa was the extraordinary engineering ability of the Japanese in the construction of their defenses, and especially in the construction of overhead cover for the protection of their personnel from preparatory fire. Of their blockhouses, experienced Marine officers said that only direct hits by 2,000-pound bombs would have put them out of business; and a direct hit by a 2,000-pound bomb on an object as small as a blockhouse is not easily obtained. Possibly a direct hit by a sixteen-inch armor-piercing shell might have produced the same result, especially with a steep angle of descent; but a steep angle of descent means firing from very long ranges, which impairs accuracy.

Naval artillery is not designed for that sort of pin-point firing; a great deal of adjustment by air observation would be necessary to get a battleship's guns accurately laid on such a target. So great was the need for close gunfire support at Tarawa that during the bloody struggle on D-day, two destroyers and two minesweepers actually entered the lagoon, risking the perils of hidden reefs, and carried out firing from distances of 700-900 yards. Even then the flat trajectory of the naval guns produced many ricochets, so that increased accuracy was in part paid for by decreased effectiveness against land targets.

One lesson which Tarawa certainly taught was the need for the use of highly trained, highly specialized forces in all amphibious operations. It is probably not too much to say that troops which had not had long experience in such operations, and were not led by officers who had made these operations a life study, and who were not equipped with every device which that experience and that study had shown to be necessary, could never have taken Tarawa from its determined garrison. The closest sort of coordination and split-second decisions were demanded not only of the senior Marine officers but of non-commissioned officers and privates. Tarawa showed us once again that amphibious warfare is a special type of warfare, a job for the specialist and not for the amateur.

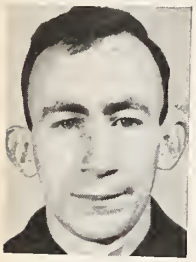
It may well be anticipated that other and even heavier losses will be sustained in the course of the amphibious campaign of which Tarawa was the opening move. When it comes to attacking bases in the Marshall and Caroline Islands, where the Japanese have been established for 24 years (instead of 15 months, as in the Gilberts), it will certainly be found that the enemy has constructed defensive installations even more formidable than those on Tarawa, and certainly these islands, regarded by the Japanese as being Japanese soil, will be defended with no less tenacity than was Tarawa.

The lessons learned at Tarawa will be applied to the attacks on these remaining Japanese defenses. No doubt improvement in tactics and technique can be made. No doubt improved weapons and equipment can be designed. There is no method and no weapon so good that it cannot be made better as a result of actual experience in battle. But, when all is said and done, we may expect that the expulsion of the Japanese from the Pacific islands will cost us a cruel toll of casualties, and perhaps it is as well that Tarawa has taught us what to expect.

DECORATIONS AND CITATIONS

LST Officer Wins Medal of Honor for Preventing Explosion

★ The Medal of Honor has been awarded posthumously to Ens. John J. Parle, USNR, of Omaha, Neb., for risking his life to extinguish a smoke pot which threatened to ignite high explosives and ammunition.



Ens. John J. Parle

As officer-in-charge of small boats in the USS *LST-375* during the assault on Sicily, 9-10 July 1943, he realized that the detonation of explosives would prematurely disclose to the enemy the assault about to be carried out. Undaunted by fire and blinding smoke, he entered a small boat, quickly snuffed out a burning fuse and threw the burning fire pot over the side. He succumbed a week later from the smoke and fumes he had inhaled.

GOLD STAR IN LIEU OF SECOND



NAVY CROSS

★ Capt. Jesse G. Coward, USN, Richmond Hill, N. Y.: As commanding officer of a destroyer near Guadalcanal on the night of 14-15 November 1942, he closed within short range of larger Japanese vessels and launched a daring attack. Although his ship was crippled by intense enemy fire, he continued to wage a gallant fight and inflicted severe damage on the enemy.



NAVY CROSS

★ Rear Admiral Walden L. Ainsworth, USN, Wonalancet, N. H.: As commander of a task force in the Kula Gulf on 5-6 July 1943, Admiral Ainsworth directed the bombardment of Jap shore batteries in a successful cover for the landing of our troops. On the following day he led his force against 10 enemy vessels and, by timely and accurate fire, damaged every unit in the group.

★ Comdr. Thomas W. Hogan, USN, Canton, Ga.: Commanding a submarine during a patrol in enemy waters, he took advantage of every opportunity to press home persistent attacks. His sub sank five merchant ships, totaling 36,000 tons and damaged two others totaling 10,000 tons.

★ Maj. Edgar J. Crane, USMCR, Galveston, Tex., and Capt. John J. Smith, USMCR, Brooklyn, N. Y.: After leading their men to the successful completion of a dangerous mission on Florida Island, they proceeded by water to reinforce the attack on Gavutu and Tanambogo Islands. Menaced by extremely heavy machine-gun fire, they were forced to remain in the water four hours before they were able to get ashore, completely unarmed. With the small number of men still remaining, they obtained arms from friendly troops and continued action against the enemy (7-9 August 1942, with First Battalion, Second Marines, Reinforced).

For reasons of security, the deed for which a man receives a decoration very often cannot be fully described, either in this section or in the actual citation which the man receives. There may accordingly be citations reported here which do not tell the whole story.

★ Lieut. Hugh B. Miller, Jr., USNR, Gainesville, Fla.: Thrown into the water when the USS *Strong* was sunk in Kula Gulf on 4-5 July 1943, he extricated two comrades who were entangled in a line on the ship's side and held them above water until he could place them in a net. He took charge of a group of survivors who finally reached a small island. Unwilling to allow his weakened condition to retard their progress, he ordered them ahead and remained behind to wage a lone battle against enemy units. Menaced constantly by hostile scouting parties, he maintained himself for 39 days until rescued by a friendly plane.

★ Lt. (jg) James H. Alexander, Jr., USNR, Sioux City, Iowa: While he was piloting a PBY patrol bomber on a dangerous antisub patrol, his plane was attacked by six twin-engined fighters. His gunners shot down one plane and crippled three others, but his own plane was set afire, her flying instruments rendered inoperative, and her four engines badly damaged. Despite a painful head wound, he made a safe landing at sea, and he and his crew rode out a severe storm in a rubber life raft, reaching shore two days later

★ Lt. (jg) Vernon E. Graham, USNR, Olney Springs, Colo.: Leading his division of four fighter planes against 35 Zeros in the Solomons on 12 June 1943, he and his comrades destroyed five enemy planes. He displayed superb airmanship in this and in many hazardous escort missions and fighter sweeps.

★ Lt. (jg) Earl H Steiger, USNR, Buffalo, N. Y.: As pilot of a fighter plane protecting a torpedo bomber on antisub patrol in the Atlantic, he attacked a surfaced U-boat in the face of heavy antiaircraft fire from the sub and continued strafing it until his ammunition was exhausted. His accurate and persistent strafing permitted the torpedo bomber to destroy the U-boat with depth charges.

★ Ens. Edward B. Kinzer, USNR, Beckley, W. Va. (posthumously): Piloting a scouting plane in the Solomons from 4 to 8 May 1942, he contributed materially to the sinking or damaging of eight Jap vessels in Tulagi harbor and the sinking of an enemy aircraft carrier in the Coral Sea. While on antitorpedo plane patrol, he fiercely engaged the combined attack of enemy bombing and torpedo planes and their heavy fighter escort.

★ 2nd Lts. Robert L. Manning, USMC, Hixson, Tenn.; and Wilfred V. Michaud, USMC, Portland, Me.: While serving with the First Parachute Battalion, First Marine Division, during the invasion of Gavutu Island on 7 August 1942, they attacked a heavily fortified gun emplacement. Charging forward against withering blasts of Jap guns, they killed all eight of the gun crew in hand-to-hand combat.

★ Eugene E. Baxter, PhM1c, USN, San Diego, Calif. (posthumously): While serving with the First Battalion, Second Marines, in the Solomons on 9 October 1943, he fearlessly risked his life to rescue 10 survivors from the shark-infested waters of Lengo Channel after a personnel boat had capsized off Guadalcanal. On 3 November he lost his life while carrying a wounded marine from the line of battle near Matanikau River.



E. E. Baxter, PhM1c

★ Wilbert W. Dalwitz, MoMM2c, USN, St. Louis, Mo.: Displaying extraordinary heroism while serving aboard a submarine on war patrol, he upheld the highest traditions of the naval service.

★ Corp. Ralph W. Fordyce, USMC, Conneaut Lake, Pa.: While serving with the First Parachute Battalion, First Marine Division, during the invasion of Gavutu Island on 7 August 1942, he killed one Jap, seized the dead man's weapon and killed two others. Later he charged through the entrance to a dugout and killed the five occupants with a sub-machine gun.



DISTINGUISHED SERVICE MEDAL

★ Maj. Gen. Holland M. Smith, USMC, Russell County, Ala.: As commanding general of the Amphibious Corps, Atlantic Fleet, and later as commanding general of the Amphibious Corps, Pacific Fleet, General Smith was responsible for the operational training and combat readiness of units comprising the amphibious forces.

LEGION OF MERIT

★ Commodore Per Askim, Royal Norwegian Navy: As Norwegian naval attache in Washington since July, 1942, he has been untiring in his efforts to further prosecution of the war. He established a training camp for Norwegian gunners and effected the arming of Norwegian merchant vessels.

★ Brig. Gen. Field Harris, USMC, Washington, D. C.: As chief of staff to the Commander Aircraft, Solomon Islands, from 1 April to 25 July 1943, he utilized available air units to inflict upon the enemy the maximum losses in aircraft and trained personnel and the most severe damage to costly airport installations and shipping.

★ Capt. George R. Cooper, USN, San Diego, Calif.: As destroyer division commander during the seizure of Attu and Kiska Islands, he exercised operational control of all screening vessels in the Massacre Bay area. Through his skillful direction the control ship and assault waves were able to steer their courses through numerous hazards and reach the beach safely, despite dense fog. Attacked by submarines, his division damaged one and probably sank another.

★ Capt. George C. Dyer, USN, Laporte, Ind.: As chief of staff to the commander of an amphibious task force preparatory to the invasion of Sicily, he organized a force of 250 ships and 20,000 officers and men so that landings were made with a minimum of casualties.

★ Capt. Herbert B. Knowles, USN, South Berwick, Me.: As commanding officer of a warship during the occupation of Attu, he handled his ship with marked efficiency under the most hazardous and trying conditions. His leadership contributed in large measure to the successful assault.

★ Capt. Ruthven E. Libby, USN, Spokane, Wash.: As a destroyer squadron commander during the occupation of Attu and Kiska Islands, he directed a fire support unit covering transports and initial landings in the Holtz Bay area, and later was in charge of patroling operations. When attacked by submarines, his squadron probably sank one sub and damaged another.

★ Capt. Elliott M. Senn, USN, Greenville, Miss.: As a task group commander in the South Atlantic Force from May 1942 to October 1943, he conducted a vigorous campaign against enemy blockade runners and raiders. His determination and devotion to duty contributed materially to the success of our forces in this area.

★ Col. William J. Whaling, USMC, Washington, D. C.: While serving on the staff of the First Marine Division on Guadalcanal during September and October, 1942, he organized a scout-sniper detachment and supervised the training of selected groups in scouting, stalking and ambush tactics. By his instruction and expert knowledge of jungle warfare, he contributed immeasurably to the success achieved by our patrols.

★ Comdr. Charles A. Buchanan, USN, Coronado, Calif.: As operations officer of an amphibious task force prior to and during the assault on Sicily, he directed the juncture of three complete convoys with such skill and judgment that all units of the attack force were landed at designated beaches in exact accordance with the prearranged schedule.

★ Comdr. John Corbus, USN, Vallejo, Calif.: While commanding a warship on antisub patrol, he skillfully conned his ship into striking position and attacked a U-boat which was aided by poor visibility. The enemy vessel probably was sunk.

★ Comdr. Thomas B. Fitzgerald, USN, Flemington, N. J.: As commander of a warship during the seizure of Attu, he displayed expert seamanship and marked efficiency under most hazardous conditions. He was responsible for the excellent training of all departments, officer personnel, and landing craft crews and contributed greatly to the success of the operations.

★ Comdr. Fritz Gleim, USN, Seattle, Wash.: As communications officer for an attack force during the assault on Sicily, and as communications officer for Commander, Landing Craft Bases, Northwest African Waters, he established a workable communication system between advanced base units and expedited the training of personnel. He contributed materially to the maintenance of communications during the actual assault operations.

★ Comdr. Raymond J. Mansfield (MC), USNR, Healdsburg, Calif.: As medical officer of a warship during the occupation of Attu, he organized and directed the work of the medical department when his ship took aboard evacuees who were suffering from battle wounds and frost-bite. Although many of the injured were taken aboard hours after being wounded, he maintained a remarkably low death rate among battle casualties.

★ Comdr. Paul G. Osler, USN, Ottumwa, Iowa: While commanding a warship in the Attu area, he attacked a submarine in coordination with another destroyer and a Navy patrol plane. The sub was forced to the surface with depth charges, engaged with gunfire and probably destroyed.



Official U. S. Navy photograph

HIS FORCE BLASTED JAPS: Comdr John M. Higgins, USN, Madison, Wis., (right) is congratulated by Admiral William F. Halsey, USN, who presented to him the Navy Cross for leading a destroyer division in the second Battle of Kula Gulf in which from four to six Jap vessels were sunk.



Official U. S. Navy photograph

DESTROYED JAP FORCE: Comdr. Frederick Moosbrugger, USN, Jenkintown, Pa., to whom the Navy Cross was presented recently. As commander of a naval detachment, he destroyed a Japanese force on the night of 6-7 August 1943 in the Solomon area.

★ Comdr. Wilfred L. Painter (CEC), USNR, Seattle, Wash.: As construction engineer on the staff of Commander Aircraft, South Pacific Force, his foresight and engineering skill in constructing advanced air bases in the Solomons made it possible for our fighter squadrons to keep pace with our troops. While New Georgia was still in Japanese hands, he explored the island and surveyed a site for an airfield so that all preliminary work was completed when our troops moved in. Within 11 days he had the field in shape for emergency landings, and within a month it could accommodate two fighter squadrons (7 May to 31 July 1943).

★ Comdr. Henry D. Rozendal, USN, Leavenworth, Kan.: While commanding a warship in the Attu area, he joined with another vessel and a Navy patrol plane in attacking a submarine. Depth charges forced it to the surface, and the sub probably was destroyed by gunfire.

★ Comdr. Rony Snyder, USN, Winchester, Mass.: As commanding officer of the USS *Melville* in an advance area from 5 February to 23 September 1943. he worked with tireless energy and superb skill directing the repairs and upkeep of United Nations combat and merchant ships. His work was an important factor in the success of Allied operations in this vital area.

★ Comdr. Joseph C. Toth, USN, Williamsburg, Va.: A patrol plane squadron in the South Atlantic, under his command, attacked and destroyed three U-boats.

★ Comdr. Albert M. Van Eaton, USN, Olympia, Wash.: Commanding a warship during the occupation of Attu, he contributed in large measure to the successful landing because of the excellent training he had given officer

personnel and landing-craft crews. He displayed expert seamanship in handling his ship under the most trying and hazardous conditions.

★ Comdr. Henry D. Wolleson, USN, Annapolis, Md.: His judicious planning and excellent counsel as chief staff officer and operations officer for Commander, Transports, during the occupation of Attu and Kiska Islands contributed materially to the success of our forces.

★ Lt. Comdr. Bruce P. Ross, USN, Rochester, N. Y.: As engineering officer in the USS *Radford* during an engagement with Japanese forces off Kolombangara Island on 6 July 1943, he maintained the machinery at full power during the initial battle, in which at least five Jap vessels were destroyed. Later, during the rescue of 444 survivors from the USS *Helena*, the engines were required to answer emergency full ahead and full astern bells from a position dead in the water in order to avoid enemy torpedoes.

★ Lt. Comdr. Eugene S. Sarsfield, USN, Brooklyn, N. Y. (missing in action): While commanding the USS *Maddox* on convoy duty in the Atlantic, he contacted a submerged U-boat and delivered two depth-charge attacks with devastating accuracy. The damaged sub capsized, came to the surface and probably sank.

★ Lieut. James P. Coleman, USN, Columbia, S. C.: As engineering officer in the USS *Nicholas* during the engagement with Japanese forces off Kolombangara Island on 6 July 1943, he maintained the machinery at full power for over six hours despite the fact that only one scheduled and one unscheduled overhaul had been allowed his ship for a 12-month operation assignment. He also aided the commanding officer by keeping a careful and accurate log of events.

★ Lieut. William W. Evans (MC), USNR, Baltimore, Md.: As squadron flight surgeon of a Marine aircraft group in the Solomons from 15 October 1942 to 26 June 1943, he volunteered for extremely hazardous flights deep in enemy territory to administer aid to wounded pilots. He also participated in numerous dangerous missions for the purpose of maintaining physical fitness and morale of pilots.

★ Lieut. Richard Reeve, USNR, Basking Ridge, N. J.: While attached to Henderson Field, Guadalcanal, he voluntarily participated in numerous reconnaissance and attack flights over hostile territory to collect vital information concerning enemy positions and installations. His knowledge contributed to the success of long-range shipping and land attacks and the safe return of pilots who had been forced down.

★ Lt. (jg) Thurlow B. Bearse, USNR, Hyannis, Mass.: During the advance against the enemy in Tunisia on 5 May 1943, he took a boat loaded with ammunition and equipment for French forces supporting our units and proceeded into unknown waters without escort or air cover. In the face of heavy enemy gunfire he and his crew completed the unloading operations in a short time, thereby enabling the French to continue their effective participation in the final drive.

★ Carpenter George G. Bethune (CEC), USNR, Raeford, N. C.: Thrown from his *LST* when it was torpedoed in the Mediterranean, he observed another crew member struggling to remain above water. Realizing the man was about to drown, he swam to the rescue despite his own severe injuries and kept his comrade afloat by sharing a life jacket.



G. G. Bethune

★ Jack W. Coots, CPhM, USN, Fort Worth, Tex.: Attached to the USS *Edward Rutledge* as senior hospital corpsman of the beach party when the ship was sunk off Fedala, he directed and assisted in the removal of helpless patients. Although wounded in the thigh when the beach party was strafed and bombed, he remained at his post and continued giving treatment to the injured.



★ Capt. John B. McGovern, USN, New York, N. Y.: As commanding officer of a transport during landing operations at Attu Island, he efficiently directed all landing operations in the Holtz Bay area. Once, when his ship was the target of an enemy torpedo, he adroitly maneuvered his ship out of danger.

★ Comdr. Stephen H. Ambruster, USN, St. Louis, Mo.: As commanding officer of a submarine, he sank three Japanese ships totaling 22,000 tons and damaged three others totaling 17,500 tons, then brought his undersea craft safely to home port.



Official U. S. Navy photograph

HERO OF SOLOMONS BATTLE: Lt. Comdr. Clifton Iverson, USN, of Houston, Tex., has received the Navy Cross for heroism and distinguished service in a night naval engagement in the Solomons on 6-7 August 1943. He commanded a ship which assisted in the annihilation of the Japanese force.

★ Comdrs. Worthington S. Bitler, USN, Honolulu, T. H., and James T. Brewer, USNR, Belmont, Mass.: As executive and gunnery officers, respectively, of a heavy cruiser during action against a Japanese task force twice the size of their own, they performed their duties while exposed to intense gunfire from two Jap heavy cruisers. Their courage was an inspiration to their men (26 March 1943, off Komandorski Islands).

★ Comdr. John E. Edwards, USN, Waynesville, N. C.: Commanding officer of a destroyer during the occupation of Attu, he was in charge of the control vessel in one area and guided landing craft through dense fog and hazardous waters. Later his vessel provided effective close-range bombardment in support of our ground troops. When his ship and another in the vicinity were attacked by 16 Jap land bombers, one plane was shot down and others probably destroyed.

★ Comdr. William H. Groverman, Jr., USN, Huntington, W. Va.: As executive officer of the USS *Radford* during the Battle of Kula Gulf, he supplied his commanding officer with information permitting the selection of targets for both torpedo and gunfire. Five enemy vessels were sunk in the initial battle. Later, during the rescue of survivors from the USS *Helena*, he assisted in the sinking or damaging of a Jap cruiser and two destroyers.

★ Comdr. Ira E. Hobbs, USN, Marlow, Okla.: As commander of a warship during attacks by Japanese bombers in the vicinity of the Santa Cruz Islands from 16 to 21 July 1943, he skillfully maneuvered his ship to avoid bombs. When his ship was severely damaged by fires and flooding, he continued fighting against overwhelming odds and eventually succeeded in saving his vessel and her personnel.

★ Lt. Comdr. William N. Deragon, USN, Albany, N. Y., Lt. Comdr. Richard Holden, USN, Rutland, Vt., and Lt. (jg) James B. Casler, USN, San Francisco, Calif.: As officers in a submarine on patrol in Japanese-controlled waters, they skillfully performed their duties while their ship pressed home aggressive attacks at close range on heavily screened Jap warships.

★ Lt. Comdr. Ralph H. Moureau, USNR, Brunswick, Ga.: As engineer and damage control officer aboard a warship during a battle off Komandorski Islands on 26 March 1943, he skillfully directed repair work after his ship was damaged by heavy gunfire in a 3½-hour battle with a superior Japanese force.

★ Lt. Comdr. Frank E. Sellers, Jr., USN, San Diego, Calif.: While commanding a warship in action against Japanese forces off the Santa Cruz Islands, he daringly placed his ship alongside a burning U. S. vessel and offered timely assistance in fighting the fire and pumping water from flooded compartments. Although his own ship was seriously damaged from pounding against the burning vessel, he remained alongside until his services no longer were required.

★ Lieut. Charles J. Bates, USNR, Monterey Park, Calif.: When the USS *Meredith* was sunk by 30 Jap dive bombers, he supervised the abandonship operations until the decks were

completely awash. As Jap flyers strafed survivors in the water, he helped injured swimmers aboard life rafts and helped organize the party of survivors for any contingency. During three days of aimless drifting he cheerfully encouraged his comrades until they finally were spotted by a Navy flying boat.

★ Lieut. George E. Everly, USN, Livermore, Ky.: As assistant engineering officer, commissary officer, and assistant diving officer aboard a submarine on three patrols in Japanese waters, he rendered valuable assistance to his commanding officer in sinking 30,000 tons of enemy shipping.

★ Lieut. John McFadzean, USNR, Evanston, Ill.: As Armed Guard officer aboard an American merchantman attacked by 32 bombers off Gela, Sicily, on 11 July 1943, he maintained a steady fire against the enemy until direct hits put some guns out of action and started a fire in No. 2 hold. With the fire out of control and the crew abandoning ship, he and his men carried on at their stations until seven minutes before the vessel was split in half by a terrific explosion.

★ Lt. (jg) Robert J. Huston, Jr., USNR, Buffalo, N. Y.: As damage control officer of a warship when it was torpedoed in the South Pacific area, he took charge of a repair party following the explosion and struggled to the forward port corner of the fireroom. Despite the threatened collapse of the bulkhead, he forced his way through a stream of inrushing water, plugged the hole, shored the bulkhead and prevented further flooding of the ship.

★ Ens. Charles J. Boyle, USNR, Duluth, Minn.: As assistant Navy beachmaster during landing operations at Attu, he directed the unloading of landing boats on the beach under heavy shelling. Later he had charge of a reconnaissance party which landed in the Chicagof harbor area under enemy machine-gun fire.

★ Ens. Paul R. Rogers, USN, Paragould, Ark.: Serving in a submarine during three patrols in Japanese-controlled waters, he manned his battle station with courage and outstanding ability and assisted in destroying or damaging considerable enemy shipping.

★ 2nd Lt. Harry M. Tully, USMC, Hastings, Neb.: While serving with the First Parachute Battalion, First Marine Division, during the invasion of Gavutu Island on 7-8 August 1942, he fought a lone mission for two days and nights against Jap snipers. He deliberately exposed himself by daylight in order to draw snipers' fire and, after locating their exact position, killed them at night. He accounted for many more Japs as they attempted to swim ashore at night behind logs and oil drums.

★ Pharmacist Orval G. Haines, USN, Algona, Iowa: During the first five war patrols of a submarine, he provided expert medical attention to the crew members and succeeded in maintaining a high standard of health and morale aboard his ship.

★ Edmund C. Capece, CEM, USN, Providence, R. I.: He was calm and courageous in the performance of his duties while his submarine pressed home three aggressive attacks at dangerously close range on several heavily screened Jap warships. His devotion to duty contributed immeasurably to the successful completion of an exacting assignment.



Official U. S. Navy photograph

BATTLESHIP COMMANDER CITED: Rear Admiral Willard A. Kitts, III, USN, of Washington, D.C., is congratulated by Secretary of the Navy Knox following presentation of the Legion of Merit, while Mrs. Kitts looks on. Admiral Kitts (then Captain) was honored for his conduct as commanding officer of a battleship during the occupation of Attu Island in May, 1943. He was promoted to flag rank after receiving the award.

★ Tony DeGrazio, CSM, USN, Avonmore, Pa.: During two war patrols of his submarine, he was responsible for the thorough training of lookouts, helmsmen and quartermasters of the watch. By his valiant and inspiring conduct, he assisted materially in sinking 15,878 tons of enemy shipping and in damaging 15,600 tons, including an aircraft carrier.

★ Joseph M. Eckberg, CRM, USN, Groton, Conn., and Carl H. Enslin, CMoMM, USN, Lake Ariel, Pa.: While serving in a submarine, they performed their essential duties calmly and courageously as the submarine pressed home three aggressive attacks at close range on heavily screened Japanese warships.

★ Ruben H. Pepper, CEM, USN, Los Angeles, Calif.: As a member of a submarine crew during patrols in Japanese-controlled waters, he carried out his duties skillfully and courageously, thereby assisting in sinking an important amount of enemy shipping.

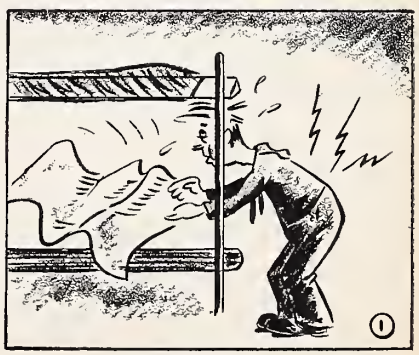
★ William B. Stanchfield, CBM, USNR, Yerba Buena Island, Calif., and Edward A. Salatka, BM1c, USNR, Grand Rapids, Mich.: As members of a beach party from a warship during the occupation of Attu, they handled, salvaged and unloaded boats on the beach for four days under heavy, intermittent artillery fire.

★ James M. Sullenger, CFC, USN, Bingham Canyon, Utah: As fire controlman and assistant torpedo data computer operator during five patrols of a submarine, he maintained his ship's instruments and circuits in efficient order and thereby assisted materially in sinking 59,417 tons of Japanese shipping, including a warship, and damaging 26,300 tons, including another man-of-war.

★ Joseph A. Masi, M1c, USNR, Kenosha, Wis.: When his warship was torpedoed in the South Pacific Area, he struggled to the forward port corner of the fireroom, adjacent to the steaming boiler, forced his way through a stream of inrushing water, shored the bulkhead and prevented further flooding of the ship.

★ James H Bradley, Jr., TM2c, USN, Athens, Ga.: His conspicuous gallantry and intrepidity while serving in a submarine on war patrol was in keeping with the highest traditions of the naval service.

★ Robert W. Hart, BM2c, USNR, Pembina, N. Dak., and Dan J. Goodman, Cox, USN, Lake Charles, La.: As landing boat coxswains from a warship

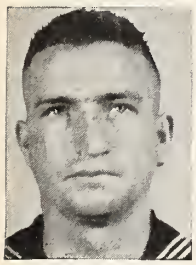


See Page 61.

during the occupation of Attu, they repeatedly brought their boats through heavy shelling and delivered supplies, explosives and ammunition to the beach. Later they carried out reconnaissance landings on enemy positions and assisted in the evacuation of American troops trapped by enemy forces.

★ Clarence Holcomb, BM2c, USN, Arnaudville, La. (posthumously): Manning a .30-caliber gun on the port side of his warship off Guadalcanal, he sighted a Jap plane coming in fast on a low-altitude bombing and strafing run. Releasing his gun for a moment, he literally threw two shipmates behind the protection of the outboard main deck passageway, then grabbed his gun and poured a stream of lead into the approaching plane. He diverted the bombing attack but fell a victim to the plane's deadly strafing.

★ Robert N. Sturla, Cox, USN, Gilroy, Calif., and Marion L. Williams, S1c, USN, Moselle, Miss.: As landing boat coxswains from a warship during the occupation of Attu, they received an urgent request from the troop commander for special artillery and ammunition. They volunteered for the mission, made a successful trip through the enemy-guarded Holtz Bay to the front line destination and assisted in the evacuation of critical casualties on the return trip.



A. R. Burleigh, S1c

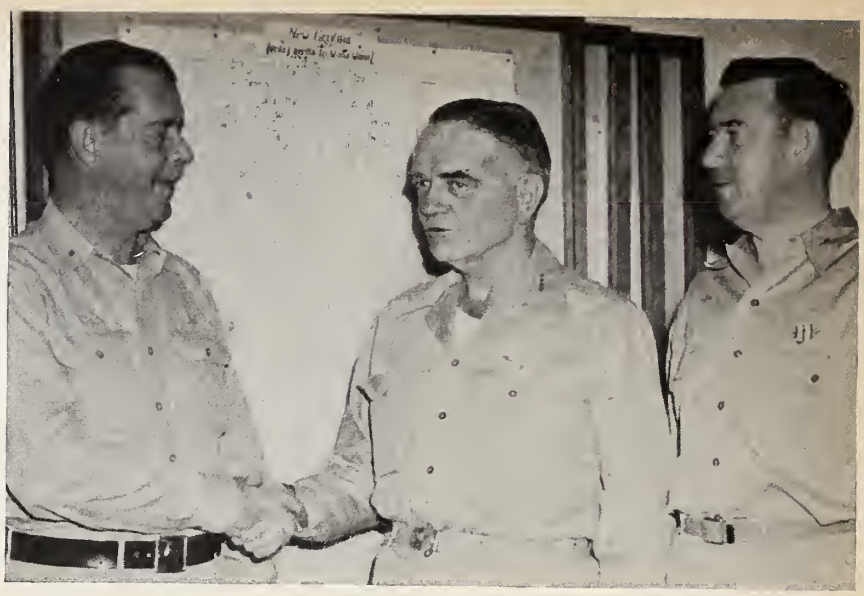
★ Alvin R. Burleigh, S1c, USNR, San Antonio, Tex.: When his warship was attacked by German planes while escorting a convoy on 2 September 1943, he directed the fire of the gunners with deadly accuracy and scored several hits on one plane, finally destroying it.

DISTINGUISHED FLYING CROSS

★ Lt. Comdr. Frederick L. Ashworth, USN, Wenham, Mass.: Commanding a torpedo bombing squadron in the Solomons from 26 April to 12 July 1943, he led his squadron in seven successful bombing raids against strongly defended positions at Munda, Rekata Bay and Vila. He also led a night attack on Japanese shipping and personally scored a hit on a cargo ship.

★ Lt. Comdr. Bernard W. Dunlop, USN, Rockville Centre, N. Y., and Lt. (jg) Nathan F. Waters, USNR, Nocona, Tex.: As pilot and second pilot of a Navy patrol plane, they made three hazardous trips between 5 February and 5 April 1943 to rescue the crew of an Army B-17 forced down on the Greenland ice cap. At great risk to themselves and crew, they skillfully made the first successful wheels-up landing and takeoff on snow in a PBY-5A plane and flew the survivors back to safety.

★ Lt. Comdr. Ross E. Torkelson, USNR, Everest, Kans. (missing in action): As executive officer of a fighter squadron in the Solomons from 21 June to 17 July 1943, he led 33 successful combat missions and personally shot down three bombers and two Zeros.



Official U. S. Navy photograph

SOUTH PACIFIC OFFICERS CITED: Commodore Laurence F. Reifsnider, USN, Westminster, Md. (left) is congratulated by Admiral William F. Halsey, USN, following presentation of the Legion of Merit. At the right is Capt. Francis X. McInerney, USN, South Pasadena, Calif., who was awarded the Silver Star at the same ceremony. Commodore Reifsnider commanded a transport group in the Solomons from 7 August 1942 until 15 July 1943 without loss or damage to any ship under his command. Captain McInerney commanded a task group of destroyers which destroyed four to six Jap ships off Kolombangara Island 12 July 1943.

★ Lt. Comdr. Clarence M. White, Jr., USN, West Annapolis, Md.: Commanding a fighting squadron in the Solomons from 26 April to 11 July 1943, he led his squadron on numerous patrols, sweeps and escort missions in which a total of 55 enemy planes were shot down. He personally assisted in the destruction of two Zeros.

★ Lieut. Bradford M. Brooks, USNR, Lompoc, Calif.: While piloting a bomber on photographic and bombing missions over Kiska Island from 24 June to 15 August 1943, he made 16 low-level flights to obtain photographs of landing beaches and enemy installations. Twice his plane was damaged by enemy fire. He climaxed six photographic runs with low-altitude bombing attacks.

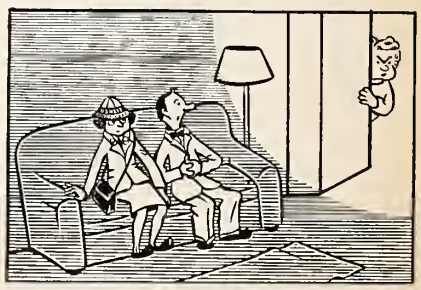
★ Lieut. Harris O. Torgerson, USNR, Rapid City, S. Dak.: Piloting an observation plane during the assault on Attu, he reported weather conditions over enemy-held positions, spotted artillery fire and strafed targets. He landed on the water beside an Army pilot who had been forced down, transferred him to the float of his plane and taxied him to safety.

★ Lt. (jg) Walter C. Beasley, USNR, Tampa, Fla. (missing in action): Serving with a fighting squadron in the Solomons from 30 June to 17 July 1943, he took part in a four-plane interception flight against Jap planes threatening our shipping. He dived into a formation of bombers and, when three Zeros chased him, shot down one in flames. Later he destroyed two more.

★ Lt. (jg) Robert I. Bedell, USNR, New York, N. Y.: He was second pilot of a patrol bomber on antisub patrol when it was attacked by eight twin-engined fighters. Although the big flying boat was set afire, her starboard engine knocked out and one rudder shot away, he helped bring her down in a crash landing at sea. Swimming clear of the burning plane, he assisted two wounded crew members aboard a life raft, which was leaking badly from bullet holes, and managed to keep them afloat.

★ Lt. (jg) Paul B. Kinney, USNR, New York, N. Y.: As second pilot of a PBY on a highly dangerous antisub patrol, he rendered invaluable aid to his commander during an evasive action in which they were attacked by six enemy twin-engined fighters. After shooting down one plane and crippling three others, he carried on despite painful wounds until the big flying boat had eluded the enemy and landed safely.

★ Lt. (jg) Roy E. Reed, USNR, Tutwiler, Miss.: While serving with Fighting Squadron 26 in the Solomons from 1-21 July 1943, he led a division of Wildcat fighters in the interception of a Jap air raid and shot down one Zero. In a subsequent patrol over Rendova his division repelled 15 Jap bombers and he shot down another Zero. Later his division struck an outnumbering force of aircraft and destroyed three more Zeros.



"Has that sailor gone home yet, Wilbur?"

★ Lt. (jg) William C. Smith, USNR, Sulphur Spring, Tex.: While leading a division of Wildcat fighters over Rendova Island, he attacked a force of enemy dive bombers. After destroying the leading bomber, he engaged and shot down two Zeros. On a later patrol he dived on a large flight of Jap bombers and fighters and blasted off the port wing of a Zero.

★ Lt. (jg) Charles R. Stimpson, USNR, Santa Barbara, Calif., and Lt. (jg) James S. Swope, USNR, Killeen, Tex.: As members of a four-plane flight, they intercepted a large number of enemy dive-bombers on 16 June 1943 in the Solomons area. Lieutenant Stimpson shot down four, while Lieutenant Swope accounted for three planes. The latter, on 6 July, shot down a Zero and, with two other pilots on 9 July, destroyed two more enemy fighters.

★ Lt. (jg) Edwin M. Wilson, Jr., USNR, Miami, Fla.: As a dive-bomber pilot in the Solomons, he scored a direct hit on a Jap destroyer in Blackett Strait off Kolombangara Island on 8 May 1943. On 17 July he participated in a daring attack on enemy vessels near Kahili and assisted in sinking four destroyers and in seriously damaging a light cruiser.

NAVY AND MARINE CORPS MEDAL

★ Lieut. Russel W. Rome, USNR, Chicago, Ill.: When a merchant vessel transporting six smaller boats was torpedoed and began to settle rapidly, he labored tirelessly to release and float the boats before the sinking vessel pulled them down. He worked with his crews all night to free four of the six boats, which were brought safely to port.

★ Lieut. James Sands, USNR, Washington, D. C.: During a fire in the BOQ at the Naval Operating Base, Argentia, Newfoundland, on 12 January 1943, he risked his life leading a fire-fighting party into the third floor and attic of the building. Although injured in two falls due to collapsing floors, he persisted in his efforts until taken to the dispensary. His action aided materially in saving the third wing from complete destruction.



Official U. S. Navy photograph

SUB COMMANDER DECORATED: Comdr. Albert C. Burrows, USN, Washington, D.C., is shown receiving the Silver Star Medal from Capt. C. W. Styer, USN, commander of Submarine Force, Pacific Fleet, Subordinate Command. While operating a submarine, Commander Burrows destroyed or damaged a considerable amount of enemy shipping.



Courier (Naval Hospital, Portsmouth, Va.)

★ Lieut. Verner Utke-Ramsing, Jr., USNR, North Plainfield, N. J.: As commissary, engineering and diving officer in a submarine during five patrols, he assisted materially in the destruction of 59,417 tons of enemy shipping, and the damaging of 26,300 tons.

★ Lt. (jg) Eugene Pridonoff, USNR, Los Angeles, Calif.: As communications officer in a submarine during four successful war patrols, he assisted materially in the destruction of 35,417 tons of hostile shipping and the damaging of a warship and other vessels, totaling 26,300 tons. His skill and alertness were largely responsible for the sinking of several Japanese ships.

★ Elvin C. Applegate, CTM, USN, San Diego, Calif., and Robert L. Anderson, EM1c, USN, Iron River, Mich.: Serving in a submarine during five patrols, they contributed in large measure to the destruction of an enemy warship and other vessels totaling, 59,417 tons, and the damaging of 26,300 tons of shipping, including another warship.

★ Nicholas A. Bruck, CMoMM, USN, Vallejo, Calif.; John Sabbe, CTM, USN, Portland, Oreg.; Harold G. Lee, RM1c, USN, San Francisco, Calif., and Lester B. Lewis, TM1c, USN, Hornell, N. Y.: During five patrols in Japanese-controlled waters, their technical skill and courage contributed greatly toward the success of their submarine in destroying and damaging thousands of tons of enemy shipping.

★ Leonard W. Campbell, CBM, USCG, Burlington, Wash.; John T. Hendrix, CEM, USCG, Atlanta, Ga., and William F. Coultas, Cox, USCG, Baltimore, Md.: While serving aboard a Coast Guard cutter in the Atlantic, they observed three survivors from a merchant vessel, who had jumped from a life raft alongside the cutter. They descended the port rescue net and worked waist deep in water for 15 minutes attempting to secure lines to the survivors, saving two of them from almost certain death.

★ Richard N. Cousineau, CSF, USNR, Chicago, Ill.; John C. Lindsay, CMM, USNR, Shreveport, La., and William A. Polaski, SC2c, USNR, Chicago, Ill.: Although fully aware of the great personal risk involved, they defied treacherous currents to rescue a drowning man near Midway Island.

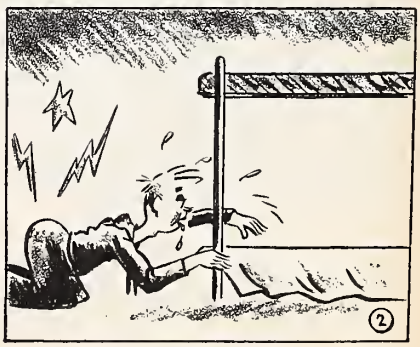
★ Clarence A. Frasier, CPhM, USNR, Minneapolis, Minn. (missing in action): During the bombardment of Canacao and Bataan by Japanese forces in December, 1941, and January, 1942, he rescued wounded and helpless men from an area which was bombed a few moments after the evacuation.

★ Grover V. Irwin, CMoMM, USN, Houston, Tex.; Albert F. Brocklesby, SM1c, USN, Delaware, Ohio, and Bernard J. Kelley, GM1c, USN, St. Mary's, Ohio: During strenuous war patrols of their submarine in dangerous waters, their technical skill and courage contributed to the destroying and damaging of many tons of enemy shipping and war vessels.

★ William N. Judy, CMoMM, USN, Sturgis, Mich.; James L. Tomlinson, CTM, USN, Huron, S. Dak.; Clyde R. Kime, EM1c, USN, Grand Rapids, Mich.; Frederick A. E. North, SM1c, USN, San Pedro, Calif.; Eugene F. Ziemer, TM1c, USN, Denver, Col.; Frederick J. Donnelly, RM3c, USN, Roxbury, Mass.; and Clark L. Brown, S1c, USN, Punxsutawney, Pa. As submarine crewmen during three strenuous war patrols in enemy-controlled waters, they performed their essential duties with outstanding professional skill. Their devotion to duty under hazardous conditions contributed greatly to the destruction or damaging of numerous enemy vessels.

★ Joseph B. S. Krueger, CRM, USN, New Braunfels, Tex.: During five war patrols in a submarine in the North Pacific and throughout numerous engagements with enemy surface units, he carried out his duties skillfully and courageously, thereby contributing to the damaging of enemy shipping.

★ Alfred T. Kuriger, CMoMM, USN, Monticello, Iowa; Eula W. Pounds,



See Page 63.



Official U. S. Navy photograph

DESTROYER OFFICER HONORED: Lt. Comdr. Lewis L. Snider, USN, of Faulkton, S. Dak., receives the Silver Star Medal from Admiral William F. Halsey, USN, at South Pacific headquarters. He was cited for conspicuous gallantry while serving as executive officer of the USS Nicholas which participated in the sinking of a Jap cruiser and three destroyers in the Battle of Kula Gulf.

CBM, USN, Cisco, Tex., and James O. Noorlander, EM2c, USN, Los Angeles, Calif.: While operating a motor whaleboat during the rescue of survivors alongside the USS *Wasp*, they risked their lives in explosions, oil fires and falling debris to cut loose and save men who had become entangled in the lines while abandoning ship.

★ Eli E. Masse, CMoMM, USN, Chicopee Falls, Mass.: During eight patrols in dangerous waters, he was responsible in large measure for the success of numerous attacks on Japanese shipping.

★ Emil Ade, TM1c, USN, Withrow, Minn.: His technical knowledge and courage under extremely adverse conditions were of great assistance in sinking or damaging much enemy shipping during four extensive patrols on which he was in charge of the after torpedo room.

★ Wallace K. Bulgrin, SM1c, USNR, Rockford, Ill.: Operating a motor whaleboat during the rescue of survivors alongside the USS *Wasp*, he braved explosions, fiercely burning oil fires and falling debris to cut loose and save men entangled in lines while abandoning ship.

★ Henry H. Dozier, MoMM1c, USN, Portsmouth, N. H.: As throttleman aboard a submarine during five patrols, he rendered valuable assistance in keeping the main engines in operating condition throughout these missions and in sinking a warship and other vessels, totaling 59,417 tons, and damaging 26,300 tons of shipping, including another warship.

★ Douglas I. Peterson, MoMM1c, USN, Downey, Calif.: Manning an important station in the after engine room of a submarine, he performed his duties with outstanding professional ability. His courage was an inspiration to his shipmates.

★ Newton G. Rich, TM1c, USN, Fort Worth, Tex., and Raymond J. Chrzan, TM3c, USNR, Troy, Pa.: While serving in a submarine on war patrol they volunteered to man a rubber boat and assist in a reconnaissance of an enemy-held island. After completing their mission they helped evacuate a large party from the beach. When the boat capsized in the heavy surf, their seamanship and courage were responsible for righting the craft.

★ Charles E. Wiegand, BM1c, USCG, Sturgeon Bay, Wis.; Frank M. Cunningham, SoM2c, USCG, Somerville, Mass., and Henry J. Logar, QM2c, USCG, Enumclaw, Wash.: During the rescue of survivors from a wrecked merchant ship in the North Atlantic in exceptionally rough seas, they went over the side of their Coast Guard cutter and descended to survivors who were clinging helplessly to the cargo net after their life raft had capsized. They succeeded in carrying two of the exhausted seamen up the net.

★ James M. Irwin, PhM2c, USNR, Kansas City, Mo.: When a Jap plane attacked his advanced seaplane base on Florida Island on 22 February 1943, he shielded himself with a wet mattress and courageously rescued an officer and two wounded men from flames and bursting shells. Although exploding small-arms ammunition penetrated the mattress several times, he persevered until the injured had been carried to a place of safety.



J. M. Irwin, PhM2c

★ Charles J. J. McGrath, SoM2c, USCG, Philadelphia, Pa.; Stanley J. Korowicki, S1c, USCGR, Erie, Pa., and John A. Barrett, S2c, USCGR, Rensselaer, N. Y.: During the rescue of survivors from the USS *Plymouth*, they volunteered to man a small boat. Although the small craft was half swamped in launching, they worked tirelessly to keep it from being smashed or flooded and finally picked up several survivors from the shark-infested sea.

★ Ralph M. Miller, EM2c, USNR, Amarillo, Tex.: When his warship, during escort of convoy operations, was attacked by German aircraft on 2 September 1943, his heroic conduct was in keeping with the highest traditions of the naval service.

★ Joseph F. Little, GM3c, USNR, and George J. Erbsland, S2c, USNR, both of New York, N. Y.: When a plane crashed at the Naval Air Station, Quonset Point, R. I., on 14 June 1943 and burst into flames on top of a revetment containing 55 1,000-pound bombs, they ran to the aid of the pilot who was trapped in the blazing fuselage. They cut the parachute straps, pulled the helpless man free and extinguished his flaming clothing with their bare hands.



★ Lt. Comdr. Rhodam Y. McElroy, Jr., USN, Lebanon, Ky.: As commander of a dive-bomber squadron in the Solomons from 27 June to 12 July 1943, he led four highly successful attacks against heavily fortified installations on Munda and one attack against a beached Jap destroyer on Kolombangara Island and personally scored numerous hits.

★ Lieut. Jesse B. Jolly, USNR, Turlock, Calif.: When an Army bomber was forced down at sea near Kiska, he landed his patrol plane on the water within close range of enemy shore batteries and rescued the crew of the crippled bomber. Despite the excessive weight, he made a skillful take-off with the six officers and men and flew them to safety.

★ Lieut. Tony F. Schneider, USN, Hillsboro, Mo.: As a dive-bomber pilot in the Solomons from 26 April to 26 July 1943, he attacked antiaircraft batteries, troop concentrations and supply dumps and inflicted severe damage. On 22 July he assisted in sinking one large seaplane tender and in the damaging of a destroyer.

★ Lt. (jg) Thomas D. Roach, USNR, Bogota, Tex. (missing in action): Leading his four-plane fighter division on 33 combat missions, he personally shot down four twin-engined bombers during two of these engagements (21 June to 17 July 1943, Solomons area).

★ Lt. (jg) George J. Seel, USNR, Maplewood, N. J.: As pilot of a fighter escorting a force of bombers over Kahili on 18 July 1943, he skillfully engaged and shot down two enemy fighters.



★ Comdr. John Hulme, USN, Boston, Mass.: While commanding a torpedo bomber squadron from 5 June to 18 July 1943 in the Solomons area, he led his squadron in nine highly successful attacks against Jap positions at Munda and Vila.

★ Comdr. Robert A. Rosasco, USN, Pensacola, Fla.: On 18 June 1943 he led a flight of six planes in an attack on the enemy base at Nauru Island, flying for long periods entirely by instrument. Despite heavy antiaircraft



Official U. S. Navy photograph

SUBMARINER HONORED: Nicholas A Bruck, CMoMM, USN, of Vallejo, Calif., received the Navy and Marine Corps Medal for performing his duties aboard a submarine with courage and skill during five war patrols.

fire he successfully completed the attack, inflicting severe damage upon the air base and field.

★ Lt. Comdr. Ralph W. Cousins, USN, Evanston, Ill.: As executive officer, and later as commanding officer, of a scout bomber squadron in the Solomons from 26 April to 12 July 1943, he led his pilots on nine bombing missions against Jap installations on New Georgia, Choiseul, Santa Isabel and Kolombangara Islands, and against three Japanese destroyers in Blackett Strait.

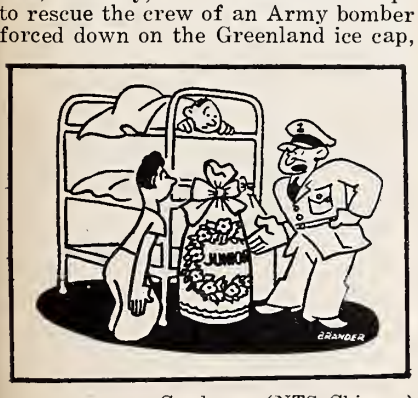
★ Lt. Comdr. Hoyt D. Mann, USN, Roanoke, Ala.: As commander of a scout bombing squadron in the Solomons from 26 April to 12 July 1943, he led his pilots on light bombing missions against enemy shore installations on Kolombangara, Santa Isabel and New Georgia Islands and personally inflicted heavy damage on Japanese shipping near Bougainville.

★ Lt. Comdr. Fitzhugh L. Palmer, Jr., USN, Emporia, Va.: As executive officer of Fighting Squadron 26 in the Solomons on 17 June 1943, he spotted a Jap heavy bomber on course for our carriers. Making three runs at the big plane, he raked the fuselage and tail with a crippling burst of fire, shot off chunks of one wing and set the starboard engine afire. When last seen the bomber was diving toward the sea in a rain squall.

★ Lt. Comdr. Robert L. Savage, Jr., USN, Oklahoma City, Okla.: As pilot in an escort scouting squadron, and later with a torpedo squadron, in the Solomons, he took part in four successful bombing attacks on Munda airfield. On 28 February 1943 he led the first flight of torpedo bombers from Henderson Field and, despite low visibility and intense opposition, he and his flight succeeded in sinking one Jap cargo ship and in seriously damaging shore installations.

★ Lt. Comdr. Carl W. Schoenweiss, USN, Poughkeepsie, N. Y.: While commanding a patrol squadron in the Solomons from 3 March to 23 July 1943, he participated in 17 successful missions, including night searches for Japanese shipping, daylight rescue missions, single plane bombing and spotting for naval bombardment of Munda, Vila and Bairoko.

★ Lieut. George E. Chatham, USNR, Chamblee, Ga.; Lt. (jg) Frank J. Henderson, USN, El Reno, Okla.; Harold A. Larson, ACRM, USNR, Worcester, Mass., and Marlin V. Heffner, ARM1c, USN, Sunbury, Pa.: In hazardous trips to rescue the crew of an Army bomber forced down on the Greenland ice cap, they were of invaluable assistance to their pilot in flying over dangerous terrain under the most rigorous Arctic weather conditions.



Condenser (NTS, Chicago)

"Tell your mother it ain't regulation."



Official U. S. Navy photograph

ON FIVE SUB PATROLS: John Sabbe, CTM, USN, of Portland, Oreg., displayed great technical skill and courage during five patrols of his submarine in Japanese-controlled waters, thereby winning the Navy and Marine Corps Medal.

★ Lieuts. William J. Johnston, USNR, Hill City, Minn.; Archie L. Mills, USNR, Lawrence, Kan., and Lt. (jg) Leonard L. Harkness, USNR, Northfield, Minn.: As patrol plane commanders in the South Pacific Area on 16 July 1943, they pressed on toward an objective at the extreme range of their aircraft, located the target and successfully completed the attack, undaunted by heavy antiaircraft fire.

★ Lieut. Jesse B. Jolly, USNR, Turlock, Calif.: Piloting a patrol plane during the occupation of Attu Island, he noticed a U. S. battleship in the path of an enemy torpedo. He promptly warned the vessel, which took evasive action and escaped undamaged. He then assisted two destroyers in a coordinated attack on the submarine which had launched the torpedo, with the result that the sub probably was destroyed.

★ Lieut. John G. Pressler, Jr., USNR, West Los Angeles, Calif.: On an interception mission against enemy aircraft threatening our shipping at Guadalcanal, he shot down two Zeros of six fighters and one dive bomber destroyed by his division. His own plane was so severely damaged that the engine cut out over Savo Island, and he was compelled to crash-land in the sea.

★ Lieut. Frank B. Quady, USN, Minneapolis, Minn.: While serving with a fighting squadron in the Solomons from 28 April to 10 July 1943, he participated in numerous patrols, task force covers, escort missions and fighter sweeps. Once he led a four-plane division to intercept Jap planes threatening our shipping off Lunga and Koli Points and shot down two out of the seven Jap planes destroyed by his flight.

★ Lieut. Kenneth T. Viall, USNR, Rochester, N. Y.: While leading a four-plane fighter division in the Solomons on 12 June 1943, he attacked a force of 20 enemy fighters and shot down one. Four days later, while leading his division, he sent two dive-bombers and one Zero crashing into the sea.

★ Lieut. Wilbur J. Wehmeyer, USN, St. Louis, Mo.: While returning to his base during the occupation of Attu, he spotted an oil slick and reported its existence to two destroyers and another plane. He then remained in contact with the sub until dark, thus aiding in the probable sinking of the craft.

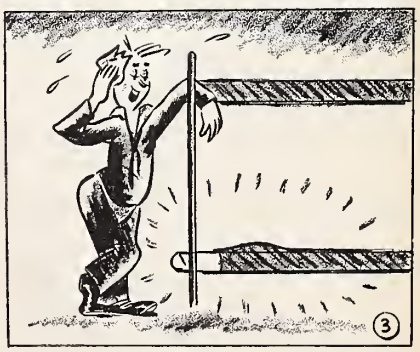
★ Lieut. Charles V. M. Wesley, USNR, Chattanooga, Tenn.: From 3 June to 11 July 1943, he participated in many routine patrols, escort missions, fighter sweeps and strafing attacks in the Solomons area. In an aerial battle 20,000 feet above Guadalcanal he shot down one Zero and, in a strike at enemy shipping in the Vila-Munda area, skillfully eluded an overhead attack by a large Japanese fighter force and sent one Zero crashing into the sea.

★ Lts. (jg) Robert A. Alexander, USNR, Decatur, Ga.; Jerry M. Clark, USNR, Salt Lake City, Utah; Grover D. Mickelwait, USNR, Coasta Mesa, Calif., and William P. Thayer, USNR, Great Bend, Kan.: While serving with Fighting Squadron 26 in the Solomons on 18 July 1943, they were in a fighter escort for our bombers in an attack on Japanese shipping off Kahili. When an overwhelming force of Zeros intercepted the flight, they pressed home a vigorous counterattack. Lieutenant Alexander accounted for one Zero, while the others each shot down two.

★ Lt. (jg) George H. Anderson, USNR, Holly Springs, Miss.: As torpedo plane pilot in the Solomons from 16 May to 25 July 1943, he made repeated attacks on enemy installations and shipping and was a member of the squadron which sank seven Jap vessels in Kahili harbor. On 20 July he participated in a night bombing attack in which one destroyer was sunk and three other Japanese ships were damaged.

★ Lt. (jg) Harry J. Atkinson, USNR, Havre, Mont., and Ens. Robert A. Evans, USNR, Seattle, Wash.: As co-pilot and navigator of Ventura bombers at Kiska from 24 June to 15 August 1943, they made numerous special flights to obtain low-level color photographs of landing beaches and Jap installations. They persisted despite damage to their planes and climaxed three runs with low-altitude bombing attacks.

★ Lt. (jg) Horace W. Bacon, USNR, Hurley, N. Mex.: While leading a patrol from Fighting Squadron 26 over Rendova Island on 1 July 1943, he encountered a Japanese air force which was threatening our installations.



See Page 65.

ALNAV LISTING

The following Alnavs were issued in the period 21 December 1943 to 20 January 1944.

1943

No. 199—SecNav's holiday greeting.

No. 200—Suspending portions of provision of Article 1869 (2) of Navy Regulations for the duration and six months thereafter.

No. 201—Regarding special gasoline rations for travel by naval personnel on leave and convalescing from illness or injury acquired on active duty.

1944

No. 1—Regarding appointment of certain officers of the active list of the regular Navy and the Naval Reserve (including the Women's Reserve) to the next higher grade or rank.

No. 2—Cancelling Alnav 187 (INFORMATION BULLETIN, December 1943, p. 67) and issuing new instructions regarding authorizing certificates in packages mailed or sent from overseas.

No. 3—Concerning cost of furnishing water and of operating mechanical refrigerators in Navy and Coast Guard public quarters.

No. 4—Announcing expectation to commence distribution of register of commissioned and warrant officers, U. S. Navy and Marine Corps, about 10 January.

No. 5—Requesting submission of special fitness reports as of 31 December 1943 on all senior lieutenants, regular and reserve including staff corps, with date of rank and active duty 15 June 1942 or earlier.

No. 6—Regarding Alnav No. 1: First rule stated therein governing date commencement continuous active duty of Naval Reserve officers is not applicable to ensigns procured under V-4, V-11 and V-12 programs.

No. 7—Effective 1 January 1944, percentage increases for sea and foreign service duty are not computed on $60 aviation pay of nonflying officers.

No. 8—Authority to award Purple Heart may be delegated by fleet commanders to certain officers.

No. 9—Adding to Article 1, section 8, U. S. Navy Censorship Regulations: "Envelopes containing official ballots are described as official correspondence and are not subject to censorship."

No. 10—Regarding fuel oil for U. S. Naval vessels (supplementing Alnav 57-1943).

No. 11—Authorizing commendation ribbon (See page 69).

No. 12—Cancelling, effective 30 June 1944, all technical observer flight orders issued prior to 1 January 1944.

No. 13—Regarding exclusion of extra compensation paid enlisted personnel for duties performed in Ships Service Activities, Marine Corps Post Exchanges, etc., from gross income to $1,500 limit.

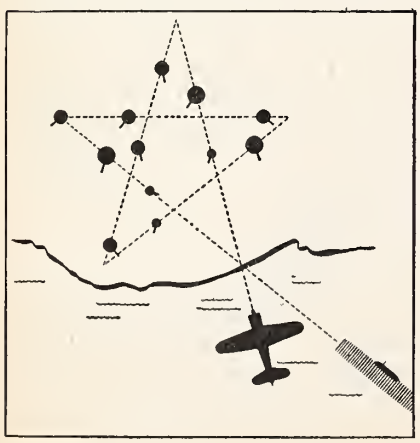
No. 14—Correcting text of Alnav No. 8.

No. 15—Modifying time requirement for commissioned officers, regular Navy, for flight training to "not less than one year's commissioned service." Also notifying that requests for aviation training, heavier than air, from members of the U. S. Naval Academy class of 1943 should be forwarded without delay.

No. 16—Requesting that when enlisted personnel travel under official orders at own expense, orders be endorsed showing whether or not cash is advanced for subsistence as directed by Alnav 134 of 1 June 1943.

No. 17—To expedite forwarding requests for flight training USNA classes 1942 and 1943.

Solution to Puzzle on Page 48



Answers to Quiz on Page 65

1. The iron grating ventilating a ship's engine room.
2. Seven seconds; there's a one-second interval between jumps.
3. A green hand—it's a granny knot, sometimes made by landlubbers trying to tie a square knot.
4. Oil—which, spread on the water, reduces the adherence between the air and the water and thus tends to prevent a high wind from sweeping the crests from waves to form bigger ones.
5. At the top of the smokestack. An umbrella is a metal shield in the form of a frustum of a cone, secured to the outer casing of the smokestack over the air casing to keep the weather out.
6. No.
7. John Paul Jones.
8. An aquaplane is a platform attached by ropes astern a powerboat on which a person may ride as it is towed rapidly over the water; a hydroplane is an airplane built to rise from or alight upon water (also: a form of motor boat).
9. Not during time of war; only the ribbon bars of decorations and medals are to be worn, even for full-dress occasions.
10. Miss Sue S. Dauser, superintendent of the Navy Nurse Corps.
11. Church pennant, during divine services.
12. A coral island or islands, consisting of a belt of coral reef surrounding a central lagoon.
13. Kiska, by nearly 1,000 nautical miles.
14. The one at left, because it is a French buoy. The other is Japanese.
15. Forty-two (as of 15 January 1944).
16. No.
17. No.
18. Look at the thermometer located in the pipe which carries sea water to the condenser.
19. (c) 21 November 1918.
20. No.

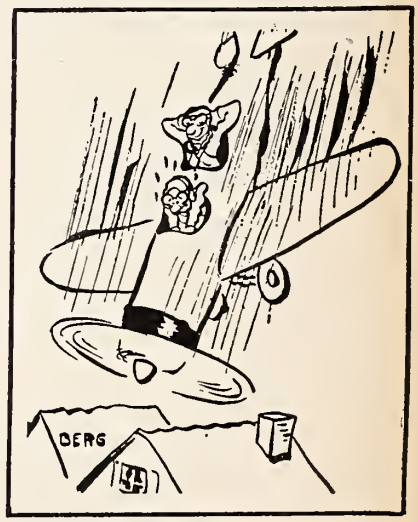
CORRECTION

to answers to special questions in the article, "The Salute," in the January 1944 issue of the INFORMATION BULLETIN.

It was stated erroneously in the answers to questions that when a Women's Reserve officer and a male naval officer of equal rank meet, the male officer salutes first, being a gentleman. By a letter signed by SecNav on 17 November 1942, and by Women's Reserve Circular Letter No. 2-43, it was directed that the rendering of official salutes takes precedence over social customs established between ladies and gentlemen. Reference made to members of the Marine Corps Women's Reserve, through a typographical error, left an indication that there is a difference in rules between the Women's Reserve and the Marine Corps Women's Reserve. Actually the same rule as stated above applies equally to the Marine Corps Women's Reserve.

The answers to the questions indicated also that staff salutes first when line and staff officers of the same ranks meet, line having precedence over staff. It should be emphasized that this is true all else being equal—that is if the line and staff officers have the same date of rank. Precedence not being the same thing as military command, a staff officer with a prior date has precedence over a line officer of the same rank.

It was indicated in the answer to question 20 that an aviation cadet rates a salute from a warrant officer. Although the aviation cadet was regarded formerly as "an officer in a qualified sense," he is now rated as an enlisted man. Hence, a warrant officer now is entitled to a salute from an aviation cadet.



Dope Sheet (NAS, Norfolk, Va.)

"O.K., wise guy, let's see you get out of this one!"

HOW AND WHEN YOU MAY VOTE (III)

Several proposals to amend the existing servicemen's voting law (Act 16 September 1942, Public Law 712, 77th Congress, otherwise known as "The Ramsay Act") are now pending before the Congress.

As the BULLETIN goes to press the Ramsay Act is still law. The information below regarding the federal "Official War Ballot" is based on that act. Several states are convening special sessions of the legislatures to liberalize present absentee voting laws. The information herein presented as to states is based on present state laws. It is believed any changes in state laws will make present state requirements less strict.

There is balloting in four states prior to 1 May.

LOUISIANA holds its regular election for state or local officers on 18 April. Because no federal officers are chosen at this election, the Ramsay Act does not apply.

However, the state of Louisiana will accept the postcard, a copy of which is printed on the next page, as an application for the state absentee ballot. These cards may be obtained from the commanding officer. If they are not available from him, reproduction in letter form or other practical means is permissible. The address of the Secretary of State to whom the application should be forwarded is Baton Rouge, La.

ILLINOIS will hold its primaries for the nomination of candidates for both federal and state offices on 11 April. By special provision the names of candidates for state, county and local offices are printed on the special war ballot. If a serviceman desires to vote, he should forward the postcard, a copy of which is printed on the next page. These cards may be obtained from the commanding officer. If they are not available from him, reproduction in letter form or other practical means is permissible. The applicant must indicate his party affiliation. This postcard should be mailed so that it will be received by the Secretary of State at Springfield on or immediately after 13 March. Upon receipt of the ballot, it should be executed in accordance with accompanying instructions. It must be returned to the officer (election official) from whom it was obtained in time for delivery by him to the proper polling place before the closing of the polls on the day of the primary.

Amendments to the election laws, recently enacted by a special session of the Illinois legislature, are not effective until after the coming primary.

NEBRASKA will hold its primaries on 11 April.

Candidates for both federal and state offices will be nominated by the respective parties.

The Navy Department is informed that the election authorities of Nebraska interpret its laws regulating primaries as unaffected by the Ramsay Act. The postcard is not acceptable as an application for a ballot or registration. Therefore, in accordance with the state laws of Nebraska, the serviceman should request at once an application for an absent voter's ballot from the clerk of the county in which the absent voter resides (in Omaha, from the election commissioner); make it out according to accompanying instructions; and then mail it to the clerk of the county from whom it was obtained. Registration is required. The application must state the party affiliation of the serviceman. It thereafter should be mailed so that it will be received by the county clerk on or immediately after 12 March. The county clerk will thereupon forward the absent voter's ballot to the serviceman, who will execute it according to accompanying instructions. Thereafter it must be forwarded to the county clerk. The return envelope must bear postmark not later than 12 o'clock midnight of the day preceding primary day.

PENNSYLVANIA will hold its primaries for the nomination of candidates for both federal and state officers on 25 April. Members of the armed forces vote in accordance with (1) the federal law, or (2) the state law hereinafter briefly outlined.

If the serviceman chooses the first method, his ballot is limited to federal offices. He should use the postcard, a copy of which is printed on the next page, or a reproduction thereof. Thereon should be indicated his party affiliation. It should be mailed at once to the Secretary of State at Harrisburg. The ballot, when received, should

IF YOUR VOTING RESIDENCE IS IN LOUISIANA, ILLINOIS, NEBRASKA OR PENNSYLVANIA, THE FOLLOWING INFORMATION IS OF INTEREST TO YOU

Louisiana

Date of election State or Local Offices	Earliest date state will receive soldiers' application for: "Official War Ballot" covering only Federal offices to be voted on	Earliest date state will receive soldiers' application for: regular state absentee ballot covering all offices to be voted on	Latest date application for ballot will be received	Date on or before which executed ballot must be received back in order to be counted
April 18	Not applicable	At any time	At any time	April 18

Illinois, Nebraska or Pennsylvania

State	Primary Date	Earliest date state will receive soldiers' application for: "Official War Ballot" covering only Federal offices to be voted on	Earliest date state will receive soldiers' application for: regular state absentee ballot covering all offices to be voted on	Latest date application for ballot will be received	Date on or before which executed ballot must be received back in order to be counted
Ill.	April 11	March 13	March 13	April 6	April 11
Nebr.	April 11	Not applicable	March 12	April 9	Must be mailed by April 10. (2400) and received by Apr. 14.
Pa.	April 25	March 6	March 6	* March 25	Must be mailed by April 25. (2400) and received by May 5.

* Application for "Official War Ballot" covering only federal offices will be received by Pennsylvania without time limit.

be executed in accordance with accompanying instructions.

If the serviceman desires to use the second method, his ballot includes all offices, both federal and state.

An applicant therefor must be registered. However, the registration of any one in the armed services may not be cancelled. Furthermore, any person in the armed services may secure a registration card at any time by making written application to the registration commission having jurisdiction at the place where the applicant resided on the date of entering the service. Appropriate forms will be forwarded by the commission upon receipt of the application.

Application on a special form to be obtained at once from the Secretary of State at Harrisburg should be made not before 6 March nor later than 25 March to the county board of the county where the applicant is registered for a military ballot. The application must state the political party in which the applicant is enrolled. The ballot should be executed according to accompanying instructions. The return envelope must be postmarked prior to midnight 25 April and received by the county board before 5 May.

In each instance the name and address of an applicant should be printed or typed under his signature.

* * *

If a serviceman from any state is uncertain as to his eligibility to obtain a complete state ballot, he should write his Secretary of State at once. It is not the privilege of the commanding officer or any other officer to determine the qualifications of any one to vote. That is the function of competent election officials.

The exercise of the franchise must be free and uninfluenced. No advice should be given as to the decision of the serviceman.

For more detailed information, reference should be had to BuPers Circlet 95-43 and the articles "How and When You May Vote" on page 71 of the December 1943 issue and on page 67 of the January 1944 issue of the INFORMATION BULLETIN.

The policy of the Navy Department is to assist and encourage members of the naval service to vote in any election in which they are eligible to vote where practicable and compatible with military operations. Pursuant to that policy the BULLETIN will each month present timely information.

..... Date

Secretary of State of.....:

Being on active duty in the armed forces of the United States and desiring to vote in the coming election, I hereby apply for an official war ballot.

My home address is ....., in the city, town, or village of ....., in the county of ....., in the state of ....., and my voting district or precinct to the best of my knowledge is ..... I desire that the ballot be sent to me at the folowing address: .....

.....

(Signature here)

.....

(Print or type here)

Signature certified by:

.....

(To be signed by any commissioned officer)

The text of the postcard.

FREE

(Official War Ballot)

Secretary of State of .....,

....., (City)

..... (State)

Address side of postcard.

Rate Reduced For Hospitalization of Naval Dependents

The per diem rate for the hospitalization of dependents of all Navy and Marine Corps personnel was reduced to $1.75, effective 1 January, by executive order. The former rate was $3.75 per day.

In the same order, rates were fixed for naval hospitalization or dispensary services outside the continental limits of the United States and Alaska. These are applicable to persons other than dependents of Navy and Marine Corps personnel. Rates in these outlying stations are $1.00 for each out-patient treatment, examination or consultation, and $5.00 per diem for in-patient treatment.



"One at a time, Schmaltz."

Enlisted Personnel May Be Interchanged Between Shore, Sea

To expedite the relief of enlisted men who have been on sea duty for more than 18 months, the interchange of enlisted personnel between the forces afloat and the shore establishments has been authorized.

BuPers announced on 4 June 1943 the establishment of a policy for rotating duty of enlisted personnel who have been performing hazardous duty aboard ship and at outlying stations. Eighteen months was specified in such duty as the minimum, after which men are considered available to return to the U. S. for a maximum of 30 days rehabilitation leave, if practicable, and assignment to duty. Such duty may be either in shore establishments or in nucleus crews of new ships.

Men in the First to Eighth Naval Districts will be interchanged with the Atlantic Fleet, while those in the Ninth, Eleventh, Twelfth and Thirteenth Naval Districts will be relieved by men from the Pacific Fleet. This will apply to all ratings except musicians and hospital corpsmen.

Authority previously had been granted to ComAirLant and ComFairWestCoast to interchange aviation branch and general service ratings with NAFTCs.

District commandants are working out the necessary details after conferences with fleet personnel officers. Men who have served longest at shore establishments, especially those granted extensions under the three-year shore duty survey, will be given high priority on the list of those slated for sea duty.

BCD's Bar Men From Merchant Marine

Action has been taken to bar naval personnel discharged under other than honorable conditions from enrolling in the Maritime Service.

In the future all applicants for merchant marine licenses must state under oath whether they have received a bad-conduct or dishonorable discharge, or their equivalent, from any of the U. S. Armed forces. If such a discharge has been received, the application for license must be referred to the Commandant, U. S. Coast Guard, for consideration.

The War Shipping Administration has agreed that it will make an initial check before accepting applications for the War Shipping Administration schools and will not request certificates of service for applicants who have received such discharges.

BuPers BULLETIN BOARD

Navy Adopting New Pay System

A new, simplified pay plan to reduce paper work and insure prompt payment of all emoluments is being put into operation now and will become effective for the entire Navy 1 July 1944. Key to the new system is a card record which will be issued every officer and enlisted person and which will be carried by the officer or enlisted person to all new assignments, tours, transfers and changes of duty.

The card, about the size of an ordinary sheet of typewriting paper, will list all information needed to establish every person's exact pay status at any disbursing office at which it is presented. Once presented, the card remains in the custody of the disbursing officer or commanding officer. When the person is detached, the card is returned to him for transfer to the new station.

Also new is a small waterproof card, called the personal pay memorandum card (for example, see December issue), which everyone in the Navy should obtain for his personal use. On it he can keep his own notations of pay received, change in status, and all other pertinent data. Even if his ship goes down and his card gets wet, the essential data entered thereon will be immediately available for use by him in preparing the affidavit which will be used by the disbursing officer for opening his new pay account.

Under the new system, every officer and man can be promptly paid on pay day regardless of his status—whether at his station, en route to a new station, not yet assigned to specific duty, or even as a survivor. Any change in pay caused by new rating, rank or duties is promptly sent to his current station and noted on the card. Pay cards lost or destroyed will be duplicated by the nearest disbursing officer as soon as a sworn statement is furnished.

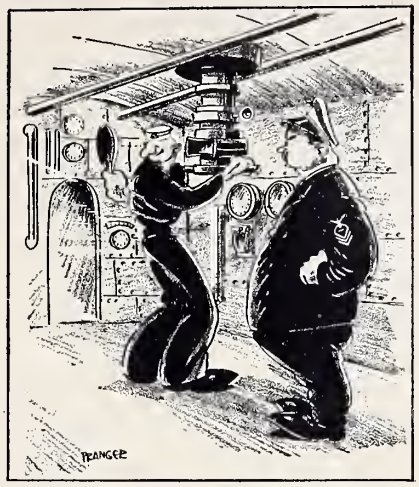
With the old system, pay accounts were mailed to the new station whenever a person was detached and transferred. Under the conditions of global war, officers and men move about so rapidly that pay accounts often were continually behind them. Sudden transfers of personnel also added to the danger of pay accounts being lost in transit or in combat areas.

Formerly, also, pay accounts were audited every quarter. Under the new system, each pay record card will last six months regardless of duty changes.

Personnel Overseas Can Send Gifts Home

Through the cooperation of the Army Exchange Service, naval ship's service stores outside the continental limits of the U. S. now offer a new service which permits personnel of the armed services to send gifts back home. Order blanks and catalogues are being forwarded to Ship's Service activities in the Tenth, Thirteenth (outside continental limits), Fourteenth and Fifteenth Naval Districts. Other ship's service stores outside the continental limits may obtain catalogues and forms from BuPers.

Gifts offered range from War Bonds through a variety of items which includes plastic toys, perfume, candy, flowers and haberdashery. Orders may be accepted from any person in the armed services and, when accepted, will be forwarded to Ship's Service Representative, USN, Army Exchange Service, 25 West 43d St., New York 18, N. Y. Vendors will package the gifts, wrap and forward them prepaid with an enclosed card bearing the sender's name. (Details in N.D. Bul. [semimonthly] of 31 December 1943, R-1757.)



Hoist (NTS, San Diego)

"That's about enough of those trick shots, Hogan, we're running short of torpedoes."

V.F.W. Badge Not Worn With Official Ribbons

In answer to an inquiry as to whether naval personnel who are members of the Veterans of Foreign Wars may wear the V.F.W. ribbon, attention is invited to Uniform Regulations, Article 15-5 (Optional Badges), which states that the wearing of such a ribbon is optional with the holder *but* that, if it is worn, no decoration, medal, badge or ribbon awarded by the Army, Navy, Marine Corps or other branch of the government (as listed in Article 15-4) shall be worn at the same time.

Commendation Ribbon Authorized by SecNav

A new Commendation Ribbon was authorized last month by the Secretary of the Navy for Navy, Marine Corps and Coast Guard personnel who have received an individual letter of commendation signed by SecNav, Cominch, CincPac or Cinclant for an act of heroism or service performed since 6 December 1941 or hereafter. The ribbon will take precedence next after that representing the Air Medal.

Future recipients of commendations are authorized to wear the ribbon only if such authorization is signified in the letter. A second, and each succeeding, authorization will be represented by the standard bronze star worn on the original ribbon. Authorization to issue letters granting the right to wear the ribbon will not be delegated to subordinate commanders. These may make recommendations through official channels to SecNav or appropriate commanders in chief.

The ribbon, of standard size, is myrtle green with a three-sixteenths of an inch white stripe inset one-eighth of an inch from each edge. There is no medal authorized.

Dependents' Travel Regulations Changed

Dependents of naval personnel who are transferred to permanent sea or foreign duty may now obtain transportation to any point within the continental limits.

Heretofore dependents were furnished transportation to the home port of the man's ship; or, if he were sent outside the U. S., transportation was allowed to the nearest port from which, under peacetime conditions, a transport ordinarily would leave for the man's new duty station.

Whether the new or old provisions are requested is optional with the personnel entitled to transportation. Once the option under the new law has been exercised, transportation will not be furnished again until the man is transferred to a new permanent U. S. duty station. However, if a man is transferred from sea or foreign duty to a station within the continental limits, his dependents are entitled to transportation from the point previously designated to the man's new station.

Several thousand claims were held up in BuPers as the result of a ruling by the comptroller-general, who held that transportation could be furnished only to the nearest port from which a transport would leave, in the case of

BuPers BULLETIN BOARD

men assigned to places where their dependents could not join them. These claims now will be acted upon without further application by the claimant, although in some cases it may be necessary to return them for additional information.

In applying for transportation under the new law, the applicant must so state and designate the point to which travel is desired. At least one member of the family must go to this point, although other members of the family may travel at government expense to other points if the distance is no greater.

(Details in N.D. Bul. [semi-monthly] of 31 December 1943, R-1725.)

Why It's Better To Use V-Mail Than Air Mail

To expedite the delivery of V-mail from or to service personnel abroad to points within or from the United States, a new V-mail station has been established at Chicago. V-mail letters addressed to or from persons in the Central states will now be transported by air in microfilm form between Chicago and the East or West Coast. Thus they will be forwarded by train to the final address for delivery a day or two sooner than if handled, as previously, directly through the V-mail stations at New York or San Francisco.

In announcing the new service, the Office of the Chief of Naval Operations again urged naval personnel and their correspondents at home to use V-mail rather than air mail.

It is true that when there is sufficient air transportation for both types, air-mail letters will reach their destination two days ahead of V-mail letters mailed at the same time because one day must be allowed for processing the V-mail letters at the origin and one day for printing at the office of address.

However—

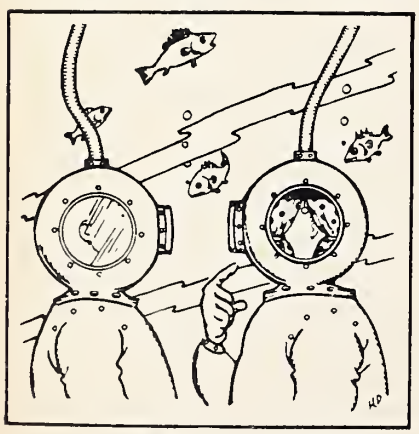
Already it has been necessary in some cases to send air-mail letters by surface, since outgoing mail from the United States must compete for air transportation space with important cargoes and passengers. As more and more demands are made on the air transportation system, it will be necessary to extend this practice.

All V-mail letters for delivery overseas, on the other hand, are given priority consideration for air space from the processing V-mail station in the United States to the printing V-mail station overseas.

By using V-mail instead of air mail, naval personnel and their correspondents thus not only will insure their letters going by air between the United States and overseas stations but, by reducing the volume of air mail, may make it possible for regular essential or emergency air mail always to go by air. If all concerned would send two out of every three letters by V-mail, CNO estimated, it probably would be possible to provide air transportation for the remaining one-third air mail.

Outgoing V-mail letters, unless they bear air-mail postage, go by train to the point of processing. Those from overseas, addressed for delivery in the United States, go by train to the point of final address after being printed and placed in envelopes at New York, San Francisco or Chicago; nothing is gained by placing air-mail stamps on them, since all V-mail is transported by air to the printing V-mail station in the United States.

Suggestions have been made that V-mail would be more popular if it could be transported by air from the point of arrival in the United States to the final address. These suggestions are being studied and, if found practicable, will be placed in effect. No great amount of time could thus be saved, however, since no point in the United States is much more than a couple of days by train from one of the three V-mail printing stations.



Dope Sheet (NAS, Norfolk, Va.)

"And it has a blackout curtain: it's the wife's idea."

Special Clothing Allowance Revised

A revised standardization and allowance list of special clothing to be issued naval personnel appears in the Navy Department Bulletin [semi-monthly] of 31 January 1944.

Listing standardized apparel for different climatic conditions as well as for specific activities, the revisions include special clothing allowances for women.

Music Contest Open To Servicemen

Members of the armed forces are invited to enter a contest sponsored by the Chamber Music Guild, Inc. of Washington, D.C., which will give two prizes of $1,000 each for the best compositions for a string quartet. One prize is offered for the best composition submitted from the U. S. and Canada, and the other is open to residents of the Latin American republics.

Servicemen serving abroad should submit entries as from their home country. The contest closes at midnight, E.S.T., on 31 May 1944. Judges will be a jury of distinguished musical authorities. The copyright and composition will remain the property of the contestant. Every effort will be made to return manuscripts of contestants, but no responsibility is assumed by the sponsor.

Contestants sending manuscripts from distant points are urged to use airmail or air express, and to send them registered, so they will bear dated U. S. postmarks.

Complete rules may be obtained by writing the Guild at 1604 K Street, N.W., Washington 6, D.C.

WR Dependents Entitled To Transportation

Dependents of Women's Reserve members of the Navy, Marine Corps and Coast Guard are entitled to government transportation on the same basis as dependents of male personnel. Dependents, however, must be determined as relying upon a member of the Women's Reserve for their chief support.

Complete Information Necessary on Requests For Submarine Duty

Requests are being received by BuPers from enlisted personnel for assignment to submarine training or duty, with the commanding officer's endorsement failing to show whether personnel are qualified in accordance with the BuPers Manual (Articles E-5405 and E-5406).

The Bureau desires that commanding officers state in their forwarding endorsements whether the candidate meets these requirements and, in addition, certain other requirements which are outlined in the Navy Department Bulletin [semi-monthly] of 15 January 1944, 44-40.

BuPers BULLETIN BOARD

Maternity and Infant Care Continued, After Being Started

Personnel of the fourth, fifth, sixth and seventh pay grades, whose dependents are eligible for emergency maternity and infant care as provided under the program administered by the Children's Bureau of the Department of Labor, should inform their dependents that, should the husband or father, after his initial application for these services, be promoted, discharged, declared dead or missing in action, or should the wife and/or infant move to another state or change physicians, they are still eligible for and can continue to receive services available under this plan.

For purposes of eligibility, the date of application is the date when an application for care is received by the state (or local) health agency, whether on official forms or by letter or by telephone. If application is made by telephone, the date of application is the date when such application was made according to the records of the state or local health agency.

For full information concerning this program, interested parties should communicate with the Director of Maternal and Child Health in the care of the state health department of the state in which they are residing. Persons residing in the few states which have not organized a plan under this program should communicate with the Director, Division of Health Services, Children's Bureau, Department of Labor, Washington, D. C.

Lightweight Magazines For Bulk Distribution Only

In the January issue, the INFORMATION BULLETIN reported that three more magazines, *Flying*, *Popular Photography* and *Radio News*, are now being printed in overseas editions. It should be noted that these editions are published for bulk overseas distribution and are not available by individual subscription.

Marine Corps Gazette Starts Overseas Edition

The monthly *Marine Corps Gazette*, Marine professional magazine, has begun publication of an overseas edition for official distribution to Marine units on foreign duty, ship's detachments and marines in naval hospitals and isolated posts. Distribution, beginning with the January 1944 issue, is on the basis of one copy for every 20 enlisted men. Activities eligible for more copies than they receive may make application for them to the Marine Corps Association, USMC Headquarters, Washington 25, D. C.

A listing of the month's AlNavs will be found on page 66 of this issue.

The standard edition of the *Marine Corps Gazette* will continue to go to members of the association, as in the past.

Qualifications For New Ratings Are Published

Qualifications are published in the N.D. Bul. (semi-monthly) of 31 December 1943 for all grades of the following recently established ratings:

Aviation machinist's mates (C), (H), (I), (P); aviation ordnancemen (T) and (B); specialist (R); telegraphers; special artificer (D); aviation machinist's mates and printer (M).

Changes also are listed in qualifications for flight training leading to designation as naval aviators and aviation pilots, as published in the N.D. Bulletin of 15 August 1943, R-1323.

Off-Duty Education Given Recognition

Naval personnel who complete correspondence courses through the U. S. Armed Forces Institute, Madison, will have that information placed in their permanent records.

Commanding officers will notify BuPers by letter of each officer who has completed a course. In the case of enlisted personnel, an entry giving the same information will be made on Page 9 of the service record, in the following general form: "John Smith, Y2c, USNR, has successfully completed the course in Elementary Physics under Educational Services Program." (Details in N.D. Bul. [semi-monthly], of 15 December 1943, R-1700.)

Beneficiary Slips Required of Certain Aviation Cadets

All A-V(N) Navy officers and NAVC Marine officers who achieved aviation-cadet status on or before 3 September 1942 are required to execute a beneficiary slip, if they have not already done so, and forward it to BuPers or the Commandant, U. S. Marine Corps. Those who became aviation cadets after 3 September are not required to make out a beneficiary slip.

Officers in these classifications who desire to change beneficiaries may accomplish this by executing a slip in duplicate and forwarding it direct to BuPers or the Marine Corps. (Details in N.D. Bul. [semi-monthly], of 31 December 1943.)

DISTRIBUTION of the INFORMATION BULLETIN

By BuPers Circular Letter No. 162-43 (appearing as R-1362 in the Navy Department Bulletin of 1 September 1943), the Bureau directed that appropriate steps be taken to insure that all hands have quick and convenient access to the BuPers INFORMATION BULLETIN, and indicated that distribution should be effected on the basis of one copy for each ten officers and enlisted personnel to accomplish the directive.

In most instances, the circulation of the INFORMATION BULLETIN has been increased in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each ten officers and enlisted personnel. Because intra-activity shifts affect the Bureau statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

Normally copies are distributed only to activities on the Standard Navy Distribution List in the expectation that these activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issue.

It is pointed out that the pro-rata distribution does not allow for personal copies, and that if every magazine is to have its ten readers, it must be passed along and not retained for private use.

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THIS MONTH'S COVERS



An inferna-like glare lights up a night actian in the Central Salamans as a U. S. destrayer hurls a furiaus stream af antiaircraft fire against Japanese bambers cavering an enemy farce intercepted while attempting ta land traaps. Far the stary behind American naval firepower, see Page 22. INSIDE FRONT COVER: Laaking aft fram a Navy Liberatar during an attack an a U-baat in the Sauth Atlantic, yau see bath the geyser thrawn up by its depth charge and, leading directly fram the sub's canning tawer, a line af smaller splashes fram machine-gun strafing by the bamber as it pulled aut af its dive. Nine attacks by faur Navy and twa Army planes in a 5½-haur battle resulted in a definite "kill." OPPOSITE PAGE: An LST, crammed with men and material far the invasian af Cape Glaucester, New Britain, nears the Jap-held share. Far a suggestian af the camplexity af the Navy's amphibiaus aperatians, see haw many different articles yau can identify an the deck. (Oppasite page, Official U. S. Caast Guard phatagraph; ather twa, Official U. S. Navy phatagraphs.)

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NAVAL PERSONNEL
INFORMATION BULLETIN

MARCH 1944 • NUMBER 324

VICE ADMIRAL RANDALL JACOBS, USN
The Chief of Naval Personnel

REAR ADMIRAL L. E. DENFELD, USN
The Assistant Chief of Naval Personnel

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This magazine is published monthly in Washington, D. C., by the Bureau of Naval Personnel for the information and interest of the Naval Service as a whole. By BuPers Circular Letter 162-43, distribution is to be effected to allow all hands easy access to each issue. All activities should keep the Bureau informed of how many copies are required. All original material herein may be reprinted as desired.

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Closer to Japan Than to Pearl Harbor:

NAVY ATTACKS TRUK

Bags 19 Jap Ships and 201 Planes in "Partial Payment" on Pearl Harbor; Eniwetok Taken

In one of the boldest and most sensational operations of the Pacific war, powerful carrier task forces of the Navy attacked Japan's great secret naval base at Truk at dawn Wednesday, 16 February (West Logitude date).

The history-making two-day attack cost the Japs 19 ships definitely sunk, seven more probably sunk, 201 planes destroyed in air combat and on the ground, and 50 more planes damaged.

"The Pacific Fleet," reported Commander-in-Chief Admiral Chester W. Nimitz, USN, "has returned at Truk the visit paid by the Japanese Fleet on December 7, 1941, and effected a partial settlement of the debt."

Admiral Nimitz listed the following Japanese ships as sunk: two light cruisers, three destroyers, one ammunition ship, one seaplane tender, two oilers, two gunboats, eight cargo ships.

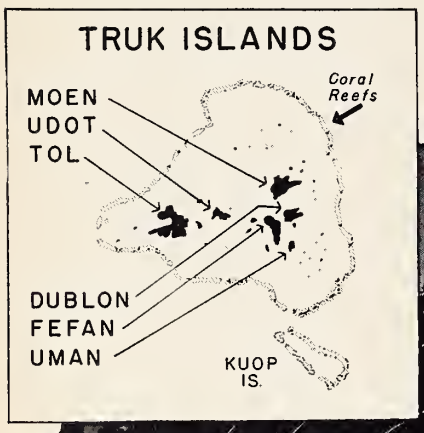
Listed as hit and probably sunk were: one cruiser or large destroyer, two oilers and four cargo ships. The total American losses were 17 planes and moderate damage to one ship. (*For full text of communique, see page 46*).

On the second day of the attack, U.S. assault troops more than 700 miles away invaded Eniwetok Atoll, westernmost of the Marshall Islands. Its capture meant giving the U.S. a base almost 300 miles nearer to Truk than that of Kwajalein.

Infantry and marine troops landed on Eniwetok Island, captured the western half, seized Engebi Island with its airfield, and soon held most of the atoll.

The attack on Truk came with stunning swiftness, only two weeks after the successful invasion of the Marshalls and the reduction of Kwajalein, at a cost of 8,122 Japs killed (see page 5). Only three months had elapsed since the march to Tokyo had taken on new and grim speed with the move into the Gilberts and the taking of Tarawa (INFORMATION BULLETIN, Jan. 1944).

Now, in hitting at the very heart of Japan's Pacific empire, the slashing attack on Truk, coupled with the invasion of Eniwetok, demonstrated vividly the tremendous power at the disposal of



PEARL HARBOR

From here U.S. Navy task forces began striking back in Central Pacific 2 months after Jap raid on 7 Dec. 1941.

MARSHALLS

First conquest of pre-war Japanese territory, following occupation of Gilberts, opens way for blow at Truk.

SOUTHWEST PACIFIC

Campaigns in Solomons, New Guinea puncture southern arc of Jap defense.

FULL SPEED AHEAD IN THE PACIFIC

Circles indicate distances from Tokyo in statute miles



THIS IS TRUK as photographed on 4 February from one of two Marine reconnaissance planes that penetrated the air defenses of the enemy's powerful Central Pacific base less than two weeks before it was attacked by U. S. Navy task forces. Several Japanese warships are shown at anchor off Dublon Island (left), a major supply and repair base for the Japanese fleet; Eten Island (center), large air base guarding the harbor, and Fefan Island (lower right).

Official U. S. Marine Corps photograph via A.P. Wirephoto

our forces in the East and the overwhelming concentration of warships and planes that could be thrown at the enemy.

First word of the new move came in a terse communique from Admiral Nimitz: "At daylight yesterday morning, February 16, West Longitude time, powerful task forces of the United States Pacific Fleet commenced an attask on the Japanese naval base at Truk with several hundred of our planes participating. No further details are available."

Commander of the forces attacking Truk was Admiral Raymond A. Spruance, USN, who was also in charge of operations against the Gilbert and Marshall Islands. Carrier air attack was directed by Rear Admiral Marc A. Mitscher, USN, former commanding officer of the Hornet, from which Maj. Gen. James H. Doolittle's bombers took off for Tokyo in April 1942.

The assault on Eniwetok was under the command of Rear Admiral Richmond K. Turner, USN, with Rear Admiral H. W. Hill, USN, in charge of the amphibious forces. Admiral Turner directed the Navy amphibious forces in the campaign against the Gilberts and Kwajalein.

The attack on Truk followed a daring photographic raid carried out on 4 February by Marine aviators. Flying two giant Liberator bombers, Marine Corps photographic reconnaissance units scouted the secret Jap base, stayed over their target 20 minutes despite intense antiaircraft fire, avoided interception by Zeros and brought back pictures of the harbor and its installations, including Jap ships there.

Counting these through a break in the clouds, one marine spotted 25 ships at one anchorage and said, "It looked as if the whole Jap fleet was down there." Although neither plane carried a bomb load, the crews each tossed a three-pound fragmentation bomb over the side, as a sample of what was to come twelve days later.

Most legendary of all Japan's bastions in the Pacific, the heavily fortified Truk is the key to defense of the mandated Caroline Islands, and a center of Japanese power in the Pacific. It is 1,316 miles from Tarawa in the Gilbert Islands, which gives some idea of how far American striking power has ranged in three short months in the Pacific. It is 947 miles west of Kwajalein Island, which fell two weeks before, and 383 miles from Ponape, another prominent Jap base which was hit by Army Liberator bombers a few days before the attack on Truk.

Coming two years and two months after Pearl Harbor, the blow at Japan's own "Pearl Harbor" cast ominous shadows for the Japs of things to come. The Tokyo radio, which first ignored the affair, took to the air to warn the Japanese people of "fierce fighting" and to tell them it was all part of a plan whose ultimate aim was an assault on Tokyo.

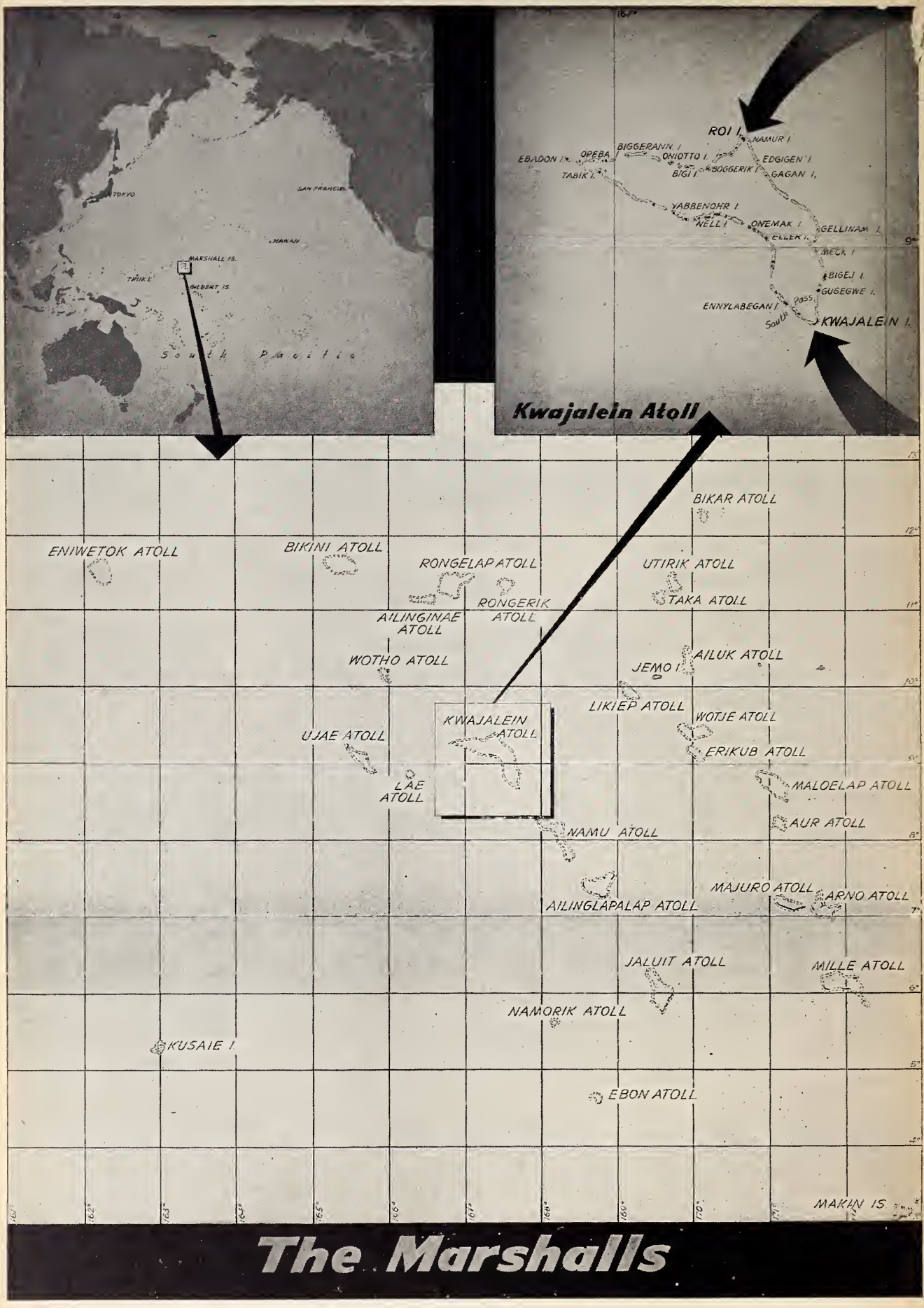
"The enemy's new offensive," said Tokyo, "is pressing close to our Japan proper, and fighting is already in progress within our territorial possessions. Against the enemy America's war objective, which is to deny existence to Japan, we must wipe the United States from the face of the earth."

Some doubt of the enemy's ability to achieve this aim was expressed in various quarters. At a press conference in which he discussed the situation in the Pacific area, Vice Admiral John S. McCain, USN, Deputy Chief of Naval Operations(Air), stated: "They don't want to fight us. They'll delay it as long as they can, but in the end they'll have to do it. They've been licked in every department. Why should they fight us? They've been licked at night; they've been licked by lesser vessels; they've been licked all over the ocean."

Evidence that the successful attack on Truk had other meaningful overtones for the Japs came also from Maj. Gen. Claire L. Chennault, head of the 14th Army Air Force in China, who indicated that the assault would speed the process of cracking Japan's Pacific defenses and carrying on the war from China.

Secretary of the Navy Knox called the attack an important American victory and indicated that the Navy was now prepared to strike the enemy suddenly in almost any part of the Pacific area.

"Now that we've started," he said, "we aren't going to stop."



The Marshalls

ANOTHER STEP TOWARD TOKYO

Gigantic Fleet Blasts Path for Conquest of World's Biggest Atoll

Take an area about the size of Brooklyn, break it up into small pieces, and scatter the pieces over an area about the size of Texas. There, in effect, you have the hundreds of crooked coral islands called the Marshalls. Sprawled in the mid-Pacific, they form the diffused target upon which the Navy last month turned loose its mightiest onslaught of the war and seized as stepping stones to Tokyo.

"The largest fleet the world has ever seen" closed upon the Marshalls with overpowering strength. The Japs had held the islands since 1914. Their defenses had been planned and installed with complete secrecy. It was logical to assume that these island bastions might withstand a siege of weeks. And that their conquest, while vitally necessary, might take a heavy toll of men and ships.

For two months the principal atolls had been smashed and softened from the air. For weeks before the actual assault, swarms of carrier based planes slashed and tore at the island defenses. Days before the landings, guns of the vast armada joined in the shelling.

The targets tumbled like tenpins. Their defenders were first outwitted and then overpowered. Kwajalein—largest of the Marshalls atolls, in fact the largest in the world—was ours in a week. We didn't lose a ship.

The cost to us: 286 dead, 1,148 injured, 82 missing; for the Japs: 8,122 dead, 264 captured. The prize: the highest stake yet in Pacific strategy; air and sea bases which fit into our sea pattern, a flank to the Japanese positions in the Carolines.

The Marshalls are a strange, watery battleground. Actually, they are merely two groups of exposed tops of coral reefs which, when they bend around to almost complete closure, are called atolls. There are 32 such atolls in the Marshalls. Kwajalein lies in the western, called Sunset, group. The sons of the Rising Sun weren't expecting us to hit them there.

The two chains of islands, about 700 miles long and 100 miles apart, rise at their highest point only 33 feet above sea level. Although they number in the hundreds, most are so small that the Marshalls total only 160 square miles of land in 70,000 square miles of ocean.

The invasion of Kwajalein came in the form of a tremendous two-pronged attack from north and south (see map on opposite page). Carriers, the largest and newest battleships, cruisers, destroyers, transport ships, cargo vessels, tankers and all the new amphibious machines and weapons which were conceived and designed for just such an assignment, converged for the assault.

How many of each, or how many in all, still has not been revealed. But the Navy allowed observers to place the total tonnage as of least 2,000,000. Never in history had a fleet reached such proportions. More ships attacked the Marshalls than made up the entire Navy at the time of Pearl Harbor.

Two days before the 4th Marine Division and troops of the 7th Infantry Division clambered over the sides of the transports for the actual invasion, the pounding of the islands was stepped up to unprecedented volume. In 53 hours preceding the main landings, 5,000 tons of shells and 200 tons of bombs fell on Roi and Namur alone.

A total of 15,000 tons of bombs and shells had smashed Kwajalein, Roi and Namur by the time the landings were actually accomplished.

A coral atoll is by all odds the most difficult objective to attack by amphibious operation. It offers no cover. There is little soil into which landing forces can be swept with withering fire. The first assault waves must be concentrated on one small strip, just above the water line, and even to reach their precarious foothold must first navigate dangerous reef formations and exposed approaches.

Shelling and bombing on an incredible scale were the answers to these problems. For hours, the explosions sounded almost like a symphony of giant kettledrums. Japanese artillery was blasted out of existence. The air-



Official U. S. Marine Corps photograph

OLD GLORY GOES UP on Roi, the first pre-war Japanese territory conquered during this war. Ruins in the background was three-story concrete block-house.

5 Generals' Sons Fight In Marshalls, 1 Killed

Fighting sons of five U. S. Marine Corps generals took part in the Marshalls campaign:

Capt. James L. Denig, a tank officer and son of Brig. Gen. Robert L. Denig, director of the Marine division of public relations, was killed in the action. Other generals' sons in the invasion were Lt. Col. Alexander A. Vandegrift Jr., son of the Marine Corps commandant; Maj. Richard K. Schmidt, tank officer, son of Maj. Gen. Harry Schmidt, commanding officer of the Fourth Division; 1st Lt. Joseph C. Fegan Jr., son of the commanding officer of Camp Pendleton, and 2d Lt. David A. Brewster, son of Brig. Gen. David L. S. Brewster, now with the 1st Marine Amphibious Corps in the Pacific.



Marines on Namur Island rest in shellhole while equipment is unloaded.



Communications men set up equipment as light tank moves forward.



Official U. S. Marine Corps photographs

Marines inspect shattered Jap coast defense gun on Roi Island.

fields were turned into rubble. Gun emplacements, underground shelters, log-and-concrete pillboxes—all were pulverized by the barrage.

When the landing forces swept ashore, they encountered stiff resistance at some points. But, indicatively, it was limited to small-arms fire. Not one enemy plane or big gun spoke in the defense.

Added to incredibly lethal power of the bombardment was the element of tactical surprise. The Japanese may well have expected us to attack from the south or east, on the outer fringes of the Marshalls. The blows struck at the most important base, well in the center of the atolls, apparently came as a complete surprise. And victory at the center virtually neutralized the enemy strongholds on the fringe. They could be left to wither on the vine, or could be subjected to individual assaults or sieges.

The islands flanking Roi and Namur were captured 31 January as, close inshore, the great fleet continued to pound the main targets. Landings on Namur had been scheduled for 1100 1 February. Ten minutes before this time, great clouds of smoke hid the islands and a heavy rain was falling. Despite these handicaps, the landings were made exactly on schedule.

The marines hit Roi beach at 1157 and poured out of the varied landing craft. They drew light machine-gun fire and rifle opposition from the smashed and shattered pillboxes. Sniping was at a minimum. On all of Roi, only six palm trees remained standing and stillbearing fronds.

The going was tougher on Namur. Marines crossed over from Roi in the afternoon and, later another landing was made on Namur on the ocean side. There was a pocket of stiff resistance and isolated machine-gun positions and snipers' nests. The marines advanced behind air bombing, strafing and coordinated field artillery support from adjacent islands. Assault engineers with flame throwers and demolition devices cleaned out the pillboxes.

The Japanese destroyed their own ammunition dumps and there were the usual instances of mass and individual suicide by grenades and rifles. By 1300, 2 February, Namur was secured. The rest of the islands, big and small, went down like dominoes. By 6 Feb ruary, the Navy announced that all resistance on Kwajalein and its adjacent atolls had ended.

Ten days later a similar operation was underway against Eniwetok, still farther west (story on page 2).

Kwajalein pointed up and underlined the strength and striking power of our new Pacific Fleet. Two years and two months after the Pearl Harbor disaster, major units of the U. S. fleet were boldly moored in the 66-mile Kwajalein lagoon, only 375 miles from

Jap-held Kusaie. The Navy, with its new carrier and antiaircraft weapons, no longer was nervous about land-based aircraft.

In a sense, the Navy showed the Jap how he should have done things at Midway had he been so allowed. Even as the great armada neared the Marshalls, the Jap could not be sure whether the Marshall attack was an invasion or a feint. Navy planes from the Aleutian bases hit at Paramushiru and, as the Marshalls campaign was in progress, a U. S. surface force slipped in and shelled Paramushiru.

Invading the Marshalls, the Navy struck for the highest stake yet in Pacific strategy. Japan, holding the islands since 1914, had fitted them shrewdly into her war scheme. They flank the sea lanes between Hawaii and the Southwest Pacific and are believed to have been the rendezvous for the fleet which attacked Pearl Harbor.

In seizing the biggest and farthest west atolls and neutralizing the rest, the Allies have pushed back the Japanese perimeter once more just as it has been squeezed back in the Solomons and Aleutians and, more recently, in the Gilberts. The war is moving closer and closer to the Japanese homeland.

Commanding the great fleet which blasted into the Marshalls was Vice Admiral Raymond A. Spruance, USN, hero of Midway and the Gilberts and commander of the Central Pacific Force. In command of the amphibious operations was Rear Admiral Richmond K. Turner, USN, veteran of the South Pacific and the Gilberts. Shortly after the Marshalls operation, Admiral Spruance was promoted to full admiral and Admiral Turner was nominated for advancement to vice admiral.



Admiral Spruance

The Navy, Army and Marine Corps fought the Marshalls campaign as a team operation, as it did successfully in the Gilberts. Maj. Gen. Charles H. Corlett commanded the 7th Infantry Division—tough, battle-wise veterans of Attu. Maj. Gen. Harry Schmidt, USMC, headed the newly-formed 4th Marine Division, which landed first on the Kwajalein flank. Maj. Gen. Holland M. Smith, USMC, granddaddy of Marine amphibious operations, repeated this Tarawa role.

All three units—Navy, Army and Marine Corps — worked together as smoothly as a well-drilled football team. From Washington, when the campaign was over, cabled Admiral King: "To all hands concerned with the Marshall Islands operation, well and smartly done. Carry on."

Meet the Marshalls . . . .

Although there are thousands of Americans there now, it isn't likely that the Marshall Islands will ever replace Florida or Sun Valley as a popular vacation resort. Here's a brief Cook's tour of the Marshall:

The natives think that beauty means expanding the earlobes with wooden discs. Until discouraged, their favorite sport was a game called "murder the mariner."

The Marshalls form an archipelago which coral polyps (tentacles) built out of the sea. The islands are named after an Englishman, Captain Marshall, who put ashore there in 1788. However, they were noted 50 years previously by the Spanish navigator, Alvara de Saavedra. Saavedra thought they were just plain dull.

The natives are mostly Kanakas. They're dark-brown, straight-haired folk that you read about in South Sea novels. What they can't do with an outrigger canoe isn't worth mentioning.

The biggest islands are so low—33 feet above sea level is the high point —that waves sometimes wash right over them during storms. Since there isn't much to be washed away, this is no great hardship.

Most well-to-do Kanakas have gold fillings or even gold teeth. From studying the Japs, they got the idea that gold molars are the badge of the socially prominent.

There are no mosquitoes on the islands and the climate, while moist, is temperate. The lack of mosquitoes is offset by an abundacne of beetles and rats.

Plenty of coconut palms, yams, bananas and breadfruit grow there— or did before the Navy started sending in metal messages which more or less ruined the crops.

The Spaniards were furious when the Germans took over the islands in 1885. The Germans weren't exactly happy about things when the Japs moved in during 1914. Nobody bothered to ask the Japs what they thought when they moved out last month.

If you had a barrel of mollusk shells you'd be a rich man out there.

Gifts are considered revocable. Anytime there's a difference of opinion everybody takes back his presents.

Since 1874, the native population of the Marshalls has remained around 10,000—probably because, if you're a native of one Marshall atoll, there isn't any place to go except another Marshall atoll.

Wooden beaters are used in washing clothes. This is pretty ruinous to the clothes, so very little washing is done. Consequently, imported perfumes are much in demand.

In the past men tattooed themselves on back and chest, women on their arms and shoulders. The method was to dip a comb in pigment and then hammer the points into the flesh with a wooden mallet. It hurt the Japanese even to watch this operation, so they outlawed the art.

If you want to marry a girl, you send an intermediary to her family's intermediary. If there are no objections her family will talk things over with yours. Then you're married and move in with her family.

There are no animals native to the Marshalls, althugh there is a breed of native dog in the Carolines which is not only the native's best friend but also one of his favorite meals.

There are all sorts of religious, Japanese and civil laws against drinking alcoholic beverages. As a matter of fact, there isn't anything much to drink except rainwater.

The principal foods, aside from fish, are arrowroot, breadfruit, coconuts, pandanus, taro and bananas. Breadfruit is like squash, taro like potatoes, pandanus a sort of kernel fruit.

It's exceedingly bad manners to stand above or pass behind a superior. Only a native goon would enter anybody's house by the back door. If you touched a native's head or tried to give one a friendly kiss, he'd be aghast at your ignorance.

The title to land and most wealth is handed down through a matriarchy. The chiefs of the clans, nominal rulers, own only what they can actually move.

One of the principal sports, among the young bucks, is wrestling, or grappling. It is engaged in at night and the winner ties the loser hand and foot. In the morning everybody laughs at the trussed-up loser.

Madeline Handley, adopted daughter of an Australian trading fleet pilot, is believed the only white woman voluntarily in the Marshalls.

The fish dinners there are something. You eat them in the moonlight in a palm-roofed open hut and look out over the starlit waters.

The nearest thing to a native hat is a straw mat folded and held like an umbrella when it rains. There is nothing that resembles shoes.

When the natives get wet they don't change their clothes. They probably has a reason but nobody has discovered it.

On the death of a chief, his wives are taken by a brother or relative.

KWAJALEIN: Japanese Bastion, Softened by Bombs and Shells, Falls Quickly Under Surprise Amphibious Attack



Official U. S. Navy photograph

Navy bomber helps frame this view of Kwajalein as bombs burst among Jap vessels in pre-invasion raid.



Marine invaders of Namur occupy a captured trench.



Official U. S. Marine Corps photographs

Machine gunners relax as the fighting draws to a close.



Signal unit rushes gear ashore from landing craft.



Splintered palms serve the invaders as telephone poles.



Official U. S. Marine Corps photographs

This was the enemy: Soldier at center killed himself with his own rifle by depressing trigger with his toe.



'The March of Death'

Official Army-Navy Report on Japanese Torture and Murder of American and Filipino Prisoners of War

The factual and official story of how the Japanese tortured, starved to death and sometimes wantonly murdered American and Filipino soldiers who had been taken prisoner on Bataan and Corregidor has been jointly released by the Army and Navy.

The facts were taken from reports made by Comdr. Melvyn H. McCoy, USN, of 1126 LaSalle Street, Indianapolis, Ind.; Lt. Col. S. M. Mellnik (CAC), USA, of Dunmore, Pa., and Lt. Col. (then Captain) William E. Dyess (AC), USA, of Albany, Tex., all of whom escaped from the Philippines after almost a year as Japanese prisoners. Their sworn statements included no hearsay whatever, but only facts which the officers related from their own personal experience and observations. The statements have been verified from other sources. After he made his statement to the War Department, Colonel Dyess was killed in a crash of his fighter plane at Burbank, Calif., while he was preparing to go back and fight the Japanese who had tortured him. Colonel Mellnik is now on duty with General MacArthur, Commander McCoy is on duty in this country.

The three officers stated that several times as many American prisoners of war have died, mostly of starvation, forced hard labor, and general brutality, as the Japanese have ever reported. At one prison camp, Camp O'Donnell, about 2,200 American prisoners died in April and May, 1942. In the camp at Cabanatuan, about 3,000 Americans had died up to the end of October, 1942. Still heavier mortality occurred among the Filipino prisoners of war at Camp O'Donnell.

While this report deals exclusively with the records of Commander McCoy, Colonel Mellnik and Colonel Dyess. other Americans known to have escaped from Japanese prison camps in the Philippines include Maj. Michiel Dobervitch of Ironton, Minn., Maj. Austin C. Shofner of Shelbyville, Tenn., Maj. Jack Hawkins of Roxton, Tex., and Corp. Reid Carlos Chamberlain of El Cajone, Calif., all of the U. S. Marine Corps.

The calculated Japanese campaign of brutality against the battle-spent, hungry American and Filipino soldiers on Bataan began as soon as they surrendered, with what was always thereafter known among its survivors as "The March of Death." Commander McCoy and Colonel Mellnik, who were taken prisoners at Corregidor, did not take part in this, but Colonel Dyess, who did so, said:

"Though beaten, hungry and tired from the terrible last days of combat on Bataan, though further resistance was hopeless, our American soldiers and their Filipino comrades in arms would not have surrendered had they known the fate in store for them."

"The March of Death" began when thousands of prisoners were herded together at Mariveles air field on Bataan at daylight on 10 April 1942, after their surrender. Though some had food, neither Americans nor Filipinos were permitted to eat any of it by their guards. They were searched and their personal belongings taken from them. Those who had Japanese tokens or money in their possession were beheaded.

In groups of 500 to 1,000 men, the prisoners were marched along the national road off Bataan toward San Fernando, in Pampanga Province. Those marchers who still had personal belongings were stripped of them; the Japanese slapped and beat them with sticks, as they marched along without food or water on a scorchingly hot day. Colonel Dyess, in a middle group, gave this description of "The March of Death":

"A Japanese soldier took my canteen, gave the water to a horse, and threw the canteen away. We passed a Filipino prisoner of war who had been bayonetted. Men recently killed were lying along the roadside, many had been run over and flattened by Japanese trucks. Many American prisoners were forced to act as porters for military equipment. Such treatment caused the death of a sergeant in my squadron, the 21st Pursuit. Patients bombed out of a nearby hospital, half dazed and wandering about in pajamas and slippers, were thrown into our marching column of prisoners. What their fate was I do not know. At 10 o'clock that night we were forced to retrace our march for two hours, for no apparent reason.

"At midnight we were crowded into an enclosure too narrow to lie down. An officer asked permission to get water and a Japanese guard beat him with a rifle butt. Finally, a Japanese officer permitted us to drink water from a nearby carabao wallow.

"Before daylight the next morning, the 11th, we were awakened and marched down the road. Japanese trucks speeded by. A Japanese soldier swung his rifle from one of them in passing, and knocked an American prisoner unconscious beside the road.



"Through the dust clouds and blistering heat, we marched that entire day without food. We were allowed to drink dirty water from a roadside stream at noon. Some time later three officers were taken from our marching column, thrown into an automobile and driven off. I never learned what became of them. They never arrived at any of the prison camps.

"Our guards repeatedly promised us food, but never produced it. The night of the 11th, we again were searched and then the march resumed. Totally done in, American and Filipino prisoners fell out frequently, and threw themselves moaning beside the roadside. The stronger were not permitted to help the weaker. We then would hear shots behind us.

"At 3 o'clock on the morning of April 12, they shooed us into a barbed-wire bull pen big enough to accommodate 200. We were 1,200 inside the pen—no room to lie down, human filth and maggots were everywhere.

"Throughout the 12th, we were introduced to a form of torture which came to be known as the sun treatment. We were made to sit in the boiling sun all day long without cover. We had very little water; our thirst was intense. Many of us went crazy and several died. The Japanese dragged out the sick and delirious. Three Filipino and three American soldiers were buried while still alive.

"On the 13th, each of those who survived was given a mess kit of rice. We were given another full day of the sun treatment. At nightfall, we were forced to resume our march. We marched without water until dawn of April 14, with one two-hour interval when we were permitted to sit beside the roadside.

"The very pace of our march itself was a torture. Sometimes we had to go very fast, with the Japanese pacing us on bicycles. At other times, we were forced to shuffle along very slowly. The muscles of my legs began to draw and each step was an agony.

"Filipino civilians tried to help both Filipino and American soldiers by tossing us food and cigarettes from windows or from behind houses. Those who were caught were beaten. The Japanese had food stores along the roadside. A United States Army colonel pointed to some of the cans of salmon and asked for food for his men. A Japanese officer picked up a can and hit the colonel in the face with it, cutting his cheek wide open. Another colonel and a brave Filipino picked up three American soldiers who had collapsed before the Japs could get to them. They placed them on a cart and started down the road toward San Fernando. The Japanese seized them as well as the soldiers, who were in a coma, and horse-whipped them fiercely.

"Along the road in the province of Pampanga there are many wells. Half-crazed with thirst, six Filipino soldiers made a dash for one of the wells. All six were killed. As we passed Lubao we marched by a Filipino soldier gutted and hanging over a barbed-wire fence. Late that night of the 14th we were jammed into another bull pen at San Fernando with again no room to lie down. During the night Japanese soldiers with fixed bayonets charged into the compound to terrorize the prisoners.

"Before daylight on April 15 we were marched out and 115 of us were packed into a small, narrow-gauge box car. The doors were closed and locked. Movement was impossible. Many of the prisoners were suffering from diarrhea and dysentery. The heat and stench were unbearable. We all wondered if we would get out of the box car alive. At Capaz, Tarlac, we were taken out and given the sun treatment for three hours. Then we were marched to Camp O'Donnell, a prison camp under construction, surrounded with barbed wire and high towers, with separate inner compounds of wire. On this last leg of the journey the Japanese permitted the stronger to carry the weaker.

"I made that march of about 85 miles in six days on one mess kit of rice. Other Americans made 'The March of Death' in 12 days, without any food whatever. Much of the time, of course, they were given the sun treatment along the way."

The prisoners taken at Corregidor, among whom were Commander McCoy and Colonel Mellnik, had no experience quite like the death march. But after the surrender, the 7,000 Americans and 5,000 Filipinos were concentrated in a

Atrocities Kept Secret From Japanese People

Joseph C. Grew, former U. S. Ambassador to Japan and now special assistant to Secretary of State Hull, in commenting on the report of Japanese atrocities against prisoners of war, said in part:

"We must realize that the Japanese public will not be allowed to know the facts through their own authorities or controlled radio or press, and they will have no opportunity to learn the facts from abroad, since they are allowed no short-wave radio sets and no access to foreign newspapers. . . .

"Strange as it may seem, the Japanese, even the military leaders, do not like to be regarded by the rest of the world as uncivilized. . . . I doubt whether the perpetrators themselves will have any feeling whatever of repentance. But others, including perhaps some of the highest leaders, may and probably will feel a sense of shame or, at the very least, a desire to offset in future this record of barbarism.

"The Japanese people as a whole would, if they knew the facts, be utterly ashamed. . . . It is conceivable, and I hope possible, that the higher military leaders may gradually if not immediately take steps to ensure better treatment of our compatriots who are still prisoners in their hands."

former balloon station known as the Kindley Field Garage area—by that time only a square of concrete about 100 yards to the side, with one side extending into the water of the bay. The 12,000 prisoners, including all the wounded who were able to walk, were kept on this concrete floor without food for a week. There was only one water spigot for the 12,000 men and a 12-hour wait to fill a canteen was the usual rule. After seven days the men received their first rations—one mess kit of rice and a can of sardines.

The Corregidor prisoners were forced to march through Manila on May 23, 1942, having previously been forced to jump out of the barges which brought them over from the island while they were still a hundred yards from the beach. Thus, said Colonel Mellnik, "we were marched through Manila presenting the worst appearance possible—wet, bedraggled, hungry, thirsty, and many so weak from illness they could hardly stand." Commander McCoy added, however, that the Japanese purpose of making this a triumphal victory parade was frustrated by the friendliness of Filipino civilians.

"All during the march through Manila," said Commander McCoy, "the heat was terrific. The weaker ones in our ranks began to stumble during the first mile. These were cuffed back into the line and made to march until they dropped. If no guards were in the immediate vicinity, the Filipinos along the route tried to revive the prisoners with ices, water and fruit. These Filipinos were severely beaten if caught by the guards."

Colonel Dyess' sworn statement declared that the Japanese officer commanding Camp O'Donnell, where the survivors of the Bataan death march were imprisoned, delivered a speech to the American and Filipino soldiers telling them that they were not prisoners of war and would not be treated as such, but were captives without rights and privileges.

There were virtually no water facilities at Camp O'Donnell. Prisoners stood in line for six to 10 hours to get a drink. They wore the same clothing without change for a month and a half. Colonel Dyess waited 35 days for his first bath, and then had one gallon of water for it.

The principal food at Camp O'Donnell was rice. The prisoners received meat twice in two months, and then not enough to give as many as a quarter of them a piece an inch square. A few times the prisoners had camotes, an inferior type of sweet potato. Many were rotten and had to be thrown away. Prisoners themselves had to post guards to prevent the starving from eating the rotten potatoes. The intermittent ration of potato was one spoonful per man. Once or twice the prisoners received a few mango beans,



U. S. Signal Corps photograph

THE OFFICERS on whose reports this article is based are shown in Australia with Gen. Douglas MacArthur, Allied commander in the Southwest Pacific area, following their escape from the Philippines. Left to right: Colonel Dyess, Commander McCoy, General MacArthur, Colonel Mellnik.

a type of cow pea, a little flour to make a paste gravy for the rice, and a spoonful each of coconut lard. Colonel Dyess' diet for the entire 361 days he was a prisoner of the Japanese, with the exception of some American and British Red Cross food he received, was a sort of watery juice with a little paste and rice. Some Japanese operated a black market and sold those prisoners who had money a small can of fish for $5.

After the prisoners had been at Camp O'Donnell for one week, the death rate among American soldiers was 20 a day, and among Filipino soldiers 150 a day. After two weeks the death rate had increased to 50 a day among Americans and 500 a day among Filipinos. To find men strong enough to dig graves was a problem. Shallow trenches were dug to hold 10 bodies each.

"The actual conditions I find impossible to describe," Colonel Dyess' statement reads. "It is impossible from a description to visualize how horrible they really were."

One dilapidated building was set aside and called a hospital. Hundreds of men lay naked on the bare floor without covering of any kind. There was no medicine of any kind. The doctors had not even water to wash human waste from their patients. Some afflicted with dysentery remained out in the weather near the latrines until they died.

Men shrank from 200 pounds to 90. They had no buttocks. They were human skeletons.

"It was plain and simple starvation," Colonel Dyess' statement reads. "It was difficult to look at a man lying still and determine whether he was dead or alive."

The Japanese promised medicines, but never produced them. Once the Japanese allowed the Red Cross at Manila to bring in quinine. How much, the prisoners never found out. The Japanese did not issue enough to cure 10 cases of malaria and there were thousands.

The sick as well as those merely starving were forced into labor details by the Japanese. Many times men did not return from work. By May 1, 1942, only about 20 out of every company of 200 were able to go on work details. Many died in the barracks overnight. Frequently, for no apparent reason, the prisoners were forced to line up and stand in the sun for hours.

Around June 1, the American prisoners at Camp O'Donnell were separated from their Filipino comrades in arms and moved to Cabanatuan Concentration Camp in Luzon. There Colonel Dyess joined Colonel Mellnik and Commander McCoy.

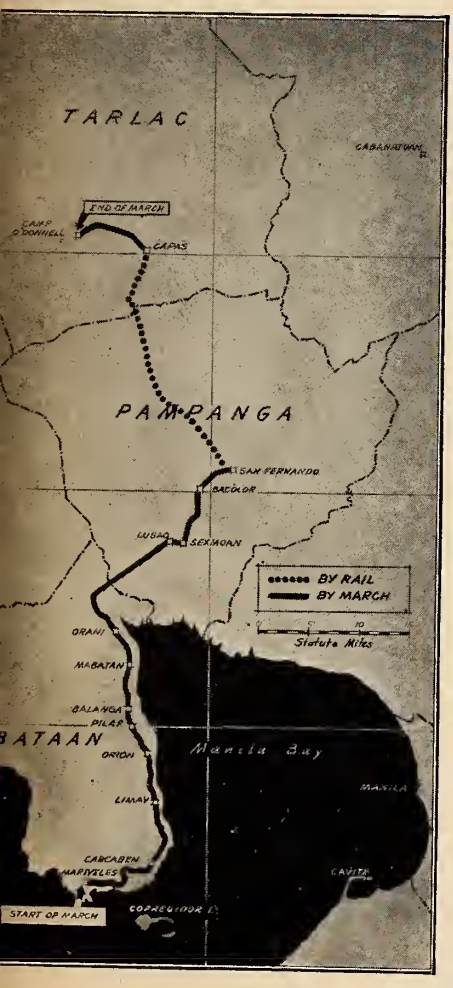
Conditions at Cabanatuan were slightly improved—there was adequate drinking water and muddy seepage wells provided water for bathing. Japanese brutality continued, however;

"I had been at Cabanatuan one day," Colonel Dyess' statement reads, "when a Jap came through the barracks looting. He found a watch hidden in some equipment of a man not present. As I was sitting nearby, he punched me severely to show his feeling at the idea of a prisoner still having a watch."

Rice remained the principal diet at Cabanatuan. On one occasion the Japanese gave the American prisoners three chickens for 500 men, and on another occasion 50 eggs for 500 men. As a result, their propaganda later told the world that American prisoners in the Philippines were being fed on chickens and eggs.

Officers were not forced to work at Cabanatuan, but could volunteer to take out work details. Colonel Dyess so volunteered.

"The Japs frequently mistreated Americans working for them," his statement reads. "Once when a frail American private was not digging a ditch to suit his guard, the guard grabbed the shovel from him and beat him across the back with it. The boy had to be sent to the hospital. One Jap carried a golf club and beat the men working for him the way one wouldn't beat a horse. When two Americans were caught getting food from a Filipino, they were beaten unmercifully on the face and body. After a doctor dressed their wounds, the Japs took sticks and beat them again."



ROUTE from Bataan to prison camp. "I made that march of about 85 miles in six days on one mess kit of rice," Colonel Dyess reported. "Other Americans made 'The March of Death' in 12 days, without any food whatever."

Men were literally worked to death. It was not unusual for 20% of a work detail to be worked to death. In one instance, 75% were killed that way.

Commander McCoy reported that two American Army officers and a Navy officer attempted to escape from Cabanatuan, which was thickly ringed with barbed wire, and had machine-gun emplacements and towers outside the wire. The officers were caught moving down a drain ditch to get under the wire.

Their Japanese captors beat them about the feet and legs till they could no longer stand, then kicked the officers and jumped on them. The next morning the three Americans, stripped to their shorts, were taken out on the road in full view of the camp, their hands were tied behind them, and they were pulled up by ropes from an overhead purchase, so that they had to remain standing, but bent forward to ease the pressure on their arms.

They were kept in this position in the blazing sun for two full days. Periodically the Japanese beat them with a two-by-four, and any Filipino unlucky enough to pass that way was compelled to beat them too. If he failed to beat them hard enough, the Japanese beat him. After two days of this, one of the officers was beheaded and the other two were shot.

The Japanese made every effort to humiliate their prisoners of war. They would force them to stand and call them vile names. When one older American colonel turned away from a Japanese reviling him, he was knocked unconscious with a blackjack. American flags were habitually and designedly used as rags in the Japanese kitchens.

The death rate at Cabanatuan for June and July, 1942, was 30 Americans a day, according to the sworn statements of the three officers. The rate for August, 1942, was more than 20 a day. The rate for September, 15 a day—because by that time most of the weaker men were already dead. During October, 1942, the rate ranged upward from 16 a day to 19 a day and was increasing when Colonel Dyess, Colonel Mellnik, and Commander McCoy left on 26 October 1942.

By that date, 3,000 of the 12,200 Army, Navy and Marine Corps prisoners at Cabanatuan had died. There were 2,500 in the hospitals, and the American doctors doubted that any of them would live.

The chief cause of death was starvation. This was definitely established by autopsies performed by both American and Japanese doctors. After it was determined that the men were starving to death, the Japanese answer was that there was no food available. There was a great abundance of food available in the Philippines at the time.

Other diseases caused indirectly by starvation were wet beri beri (in which the feet, ankles and head swell to twice their size), dry beri beri, dysentery, diarrhea, malaria, scurvy, blindness, diphtheria, yellow jaundice, and dengue fever. Several men went completely blind.

The Japanese eventually permitted the Red Cross in Manila to send medical supplies, but after they arrived they were not unpacked for many days and during this period many died. Colonel Dyess had dengue fever, yellow jaundice and later scurvy sores. His weight shrank from 175 to 130 pounds, and he was given no medicine. At 130 pounds, he was considered a fat man in the camp.

High Japanese officers regularly inspected the camp and knew of conditions. During inspections, prisoners were forced to wear their best clothes, which were rags—some men had no shirts, only trousers, and many had no shoes.

One inspection, said Colonel Mellnik, was conducted by a Japanese general. An American lieutenant colonel was called out to accompany the general's group. He pointed out that many officers and enlisted men were too weak to stand in the ranks.

"We have many sick here," he said courageously. The Japanese general, who spoke excellent English, asked:

"Why?"

The mess barracks was nearby. The American lieutenant colonel pointed to a meal of white rice and thin carrot-top coup.

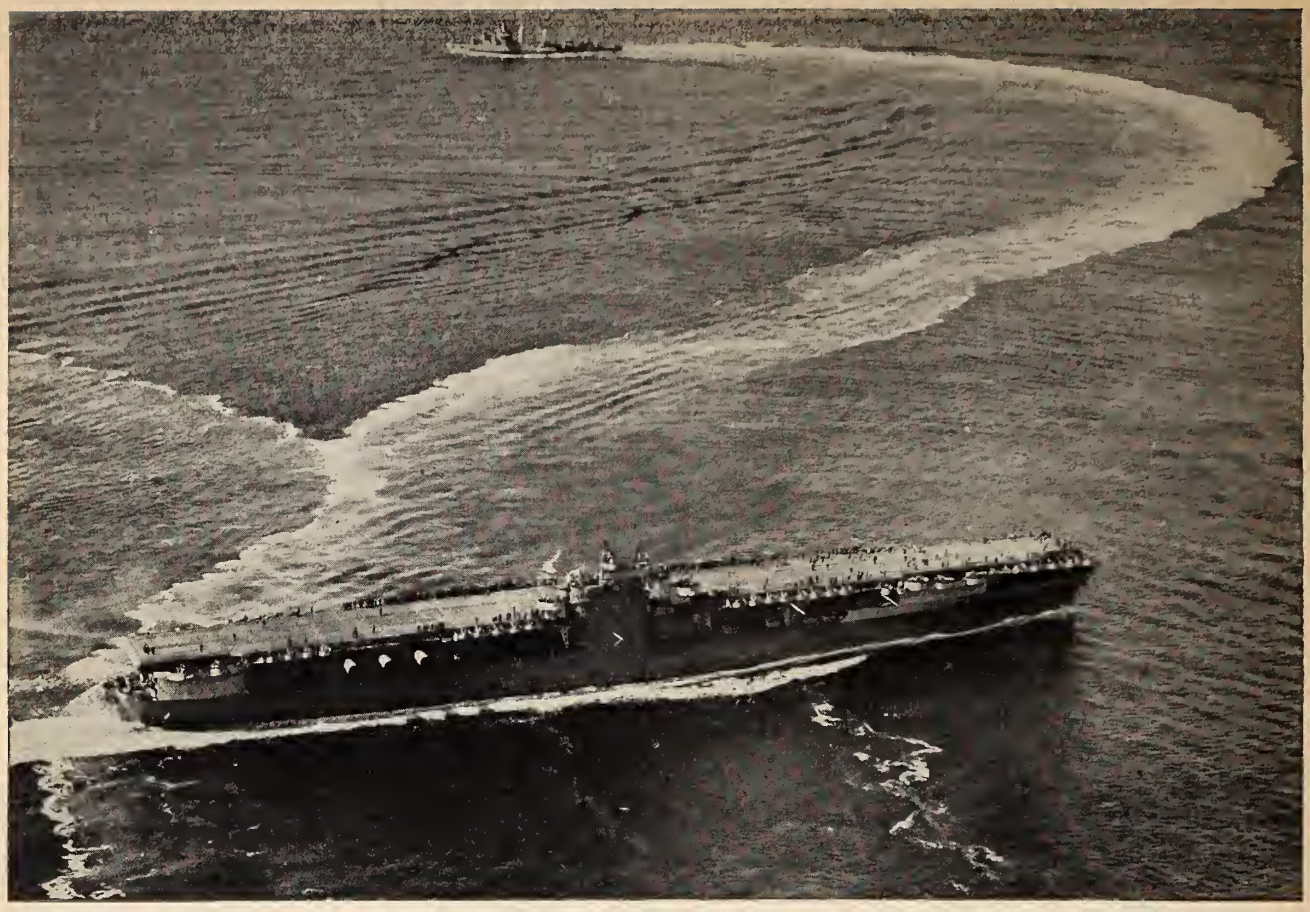
"Here is why," he said. "We are all starving."

"That will be enough," snapped the Japanese general. "Your men are not starving. They need more exercise."

The lieutnant colonel tried to say more, but Japanese guards quickly stepped in and restrained him. The Japanese general curtly turned on his heel and continued his inspection with an air of boredom and indifference.

The Japanese took 400 prisoners who were technical men, gave them a physical examination, issued clothes to them, and sent them to Japan to work in factories. Another shipment of 1,000 technical men for Japan was being arranged when Colonel Dyess, Colonel Mellnik, and Commander McCoy left Cabanatuan on October 26, 1942. These three officers and 966 other American officers and enlisted men had been crowded into the hold of a 7,000-ton British-built freighter at Manila for

(*Continued on Page 47*)



An aerial view of the USS Ranger with her speedy destroyer "bodyguard."

'Sunken' Carrier Carries On

USS Ranger Sank 40,000 Tons of Nazi Shipping After Hitler Announced She Had Been Destroyed

Last April, Hitler announced triumphantly that a German U-boat had sunk the USS *Ranger*, and he conferred the Oak Leaves to the Knight's insignia of the Iron Cross upon Lieut. Otto von Bulow, the submarine commander credited with the feat.

Unfortunately for the Nazis, the report of the *Ranger's* sinking was grossly exaggerated. Instead of being at the bottom of the North Atlantic, the *Ranger* was busily engaged in ferrying U. S. Army fighter planes across the Atlantic. From British bases, these fighter planes were knocking Nazi airmen out of European skies and shepherding the bombers engaged in softening German defenses preparatory to the invasion of the continent.

And last October, six months after the *Ranger* was supposedly in Davey Jones' locker, she made a daring foray into Norwegian waters as her planes bombed and blasted 40,000 tons of German shipping to the bottom. That was her answer to Hitler's bombastic announcement of her demise.

The 14-500-ton *Ranger*, first vessel of the Navy ever designed and constructed as a carrier, was built by the Newport News Shipbuilding & Drydock Co. and commissioned 4 June 1934. She has a 770-foot flight deck and can carry more than 80 planes.

Eighteen days after she was put in-



Official U. S. Navy photographs

BIPLANE takes off from the Ranger's flight deck in 1937.

to commission the first regular plane landing aboard the new carrier was made by Admiral Ernest J. King, USN, now Commander-in-Chief, U. S. Fleet, and Chief of Naval Operations, as the ship maneuvered off Lynnhaven Roads, Va. Admiral King then was Chief of the Bureau of Aeronautics, with the rank of rear admiral.

Since that day, seven officers who are now rear or vice admirals have commanded the *Ranger*. Among these are Vice Admiral John S. McCain, USN, now Deputy Chief of Naval Operations (Air), and Vice Admiral P. N. L. Bellinger, USN, now Commander, Air Force Atlantic.

After the war started the *Ranger* made many trips across the Atlantic, transporting Army fighter planes to the European theatre of war. Time after time she slipped through submarine-infested waters, her flight and hangar decks packed with planes.

The first such trip was made on 10 May 1942 when the *Ranger* transported sorely-needed Army Warhawks to within 40 miles of Africa and then

sent them winging to friendly fields.

In October, 1943, the *Ranger*, while operating with a British task force, carried out a daring raid on German shipping in Norwegian waters well within reach of heavy concentrations of Nazi land-based bombers. Planes from the carrier destroyed four merchantmen, a tanker and an oil barge; damaged other ships, and shot down a Junkers '88 and a Messerschmitt 115. The cost to the *Ranger* was three planes.

The raid was carried out in two phases with 16,000 pounds of bombs being dropped in the first attack, and 15,000 pounds in the second assault. It was the first combat action for 60% of the carrier's airmen. Nevertheless, they carried out their assignments like veterans.

"It was a very fine attack, and many German troops were killed," declared Capt. Gordon Rowe, USN, the *Ranger's* commanding officer at the time. "My pilots drove home their attacks in the face of strong German antiaircraft fire. The only thing that saved us from serious losses was the element of suprise. We struck quickly and departed before the Germans knew what hit them."

The *Ranger's* most crushing blow against the Axis probably was during the North African occupation, when she served as the flagship of Commander, Carriers Atlantic. She was one of five carriers which gave the invasion force air superiority. Commanded then by Capt. (now Rear Admiral) Calvin T. Durgin, USN, the *Ranger's* aviators dropped more than 48 tons of bombs and fired more than 20,000 rounds of machine-gun ammunition during the 60 missions to which they were assigned.

Backbone of resistance was broken on the first day of the invasion—8 November—and the 200 flights made that day by *Ranger* airmen contributed greatly to neutralizing hostile naval units and shore batteries in the Casablanca area. On 10 November, final day of fighting, two *Ranger* raids were credited with speeding the capitulation of enemy forces.



Official U. S. Navy photographs

NAZI MERCHANTMAN lies dead in the water, crippled and ready for the coup de grace, during the Ranger's raid off Bodo, Norway.

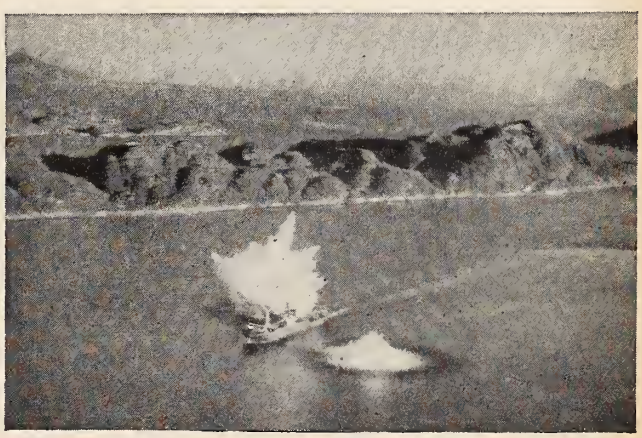
In the first of these a bombing raid was made on the *Jean Bart*, French battleship which was persistently shelling United Nations warships from her berth in Casablanca harbor. Nine planes armed with 1,000-pound bombs attacked the battlewagon, and she ceased firing after the fierce bombing.

In the second raid nine *Ranger* planes, also armed with 1,000-pound bombs, attacked and neutralized coastal defense guns and antiaircraft batteries located on Point El Hank and protecting Casablanca harbor.

In every action the *Ranger* has upheld the traditions of her namesake, the flagship of Commodore John Paul Jones.



ARMY AVIATORS pose on the deck of the Ranger near the close of a "ferry" ride to North Africa.



NEAR-HIT on a German merchantman was made by a plane from the Ranger during raid on Norway.



New books await shipment to the fleet from the supply depot at Norfolk.

Reading for recreation, a habit abandoned by most people in the high pressure days of civilian life before the war, is coming back into its own.

Men who fight and men who work behind the lines don't fight and work all the time. The farther from home, the greater the problem of recreation, of what to do with leisure time. One answer has been found in books, good books and entertaining books, fiction and non-fiction, selected on a basis of the greatest interest to the greatest number of men.

To meet this growing need, in two years the Navy has increased its libraries from a peacetime level of 500 to more than 5,000 ashore and afloat. Each library is a unit in itself, supplying the needs of a specific station or ship. No two libraries are alike.

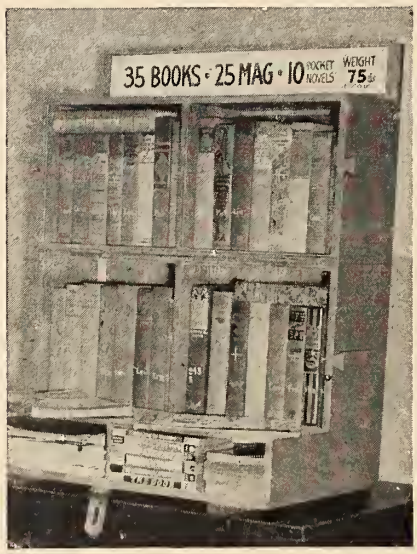
Supplying these Navy libraries throughout the world is the job of the Library Section, Welfare Division, Bureau of Naval Personnel, in Washington, D. C. This section selects and orders the books and has them sent out to the men who are waiting for more reading matter.

Letters and requisition sheets from these naval libraries keep the Library Section informed of what the men—and ashore, the women—of the Navy like to read. Publishers submit books to the section each month—best sellers, reprints, pocket-size books, fiction and non-fiction. After reading and reviewing hundreds of books, the section's staff compiles a list of about 50 current new ones for distribution to the naval service.

To be selected, the books must be suitable for a naval library. They must meet the general definition of "good reading," because money spent for dull books would be money wasted. If technical, they must be authoritative.

The element of censorship is absent from the selection routine, because the books go only to adults.

Once selections are completed, the Library Section buys varying numbers of each book, as many as 10,000 of some, perhaps as few as 12 of others. Field librarians in book supply depots at Norfolk, Va., and Oakland, Calif., then are notified just what books are coming from the publishers, how many and where they are to be forwarded. Progress reports from the Bureau of Ships, distribution lists and daily correspondence keep the section advised of the places where books are needed. The field libraries finally assemble and package the books for distribution.



Official U. S. Navy photographs

COMBINATION book case and shipping crate was designed for circulating books and magazines among small activities near Pearl Harbor.

Books for delivery to ships are distributed according to the size of the craft. Only battleships, cruisers and carriers get all books on the monthly selection list. Smaller ships get correspondingly smaller shipments, one third or one-fifth as the case may be for destroyers, tenders, submarines LSTs, PLs and so on.

All books on the monthly lists are sent to training centers and large stations ashore. Stations with smaller complements receive about half.

The Library Section purchased nearly 2,000,000 books in the first quarter of the current fiscal year. From an appropriation of Congress, called "Libraries, Navy," the section spends approximately 65 cents a year on each man for books alone. Last year's total appropriation, covering books and salaries of the civilian librarians at shore stations was $2,710,840.

Welfare funds of ships and stations frequently are expended for books. Profits from ship's service stores are available for supplementary buying. In some activities, the contribution of the welfare fund to the book fund runs as much as $500 a month.

With this money, librarians may purchase new books or in the case of libraries ashore, fixtures and decorations. Often it is the latter, because attractive surroundings enhance the value of a library as a place for rest and relaxation that go with enjoyable reading. Paneled walls, attractive draperies and curtains, big easy chairs and clever posters and decorations feature the interior of many station libraries.

All this presents a contrast, of course, to libraries of the overseas outposts where bookshelves sometimes are boarded up in back to prevent rats from attacking the books.

The library of the Naval Training Station, San Diego, Calif., cost $76,856. It is 200 feet in length and one side opens into an outdoor garden which is used for reading. In the garden are chairs, bookcases and tables amid flower beds and tropical plants.

In Brooklyn, a smaller room, furnished like a comfortable living room, has been turned over to Armed Guard crews.

Typical of fine, well-designed naval libraries is that at Puget Sound Navy Yard, Bremerton, Wash. (see drawings accompanying this article). Designed by C. F. Ryan, Y1c, it provides an ideal background for study and concentration. Hospitable and inviting, with no stigma of the ivory tower, it



THE NAVY READS . . . TYPICAL SCENES AFLOAT AND ASHORE

Cramped quarters seem not to distract this off-duty student of the modern American novel aboard a submarine at its base in New London, Conn.



This book-lined tent served as the library for a pioneer Seabee outfit on Guadalcanal. Those tin cans on the table legs were to keep insects from climbing up.



Patients and pharmacist's mates share the library at the U. S. Naval Hospital, Corona, Calif. Until drafted for war service, the room was a hotel bar.

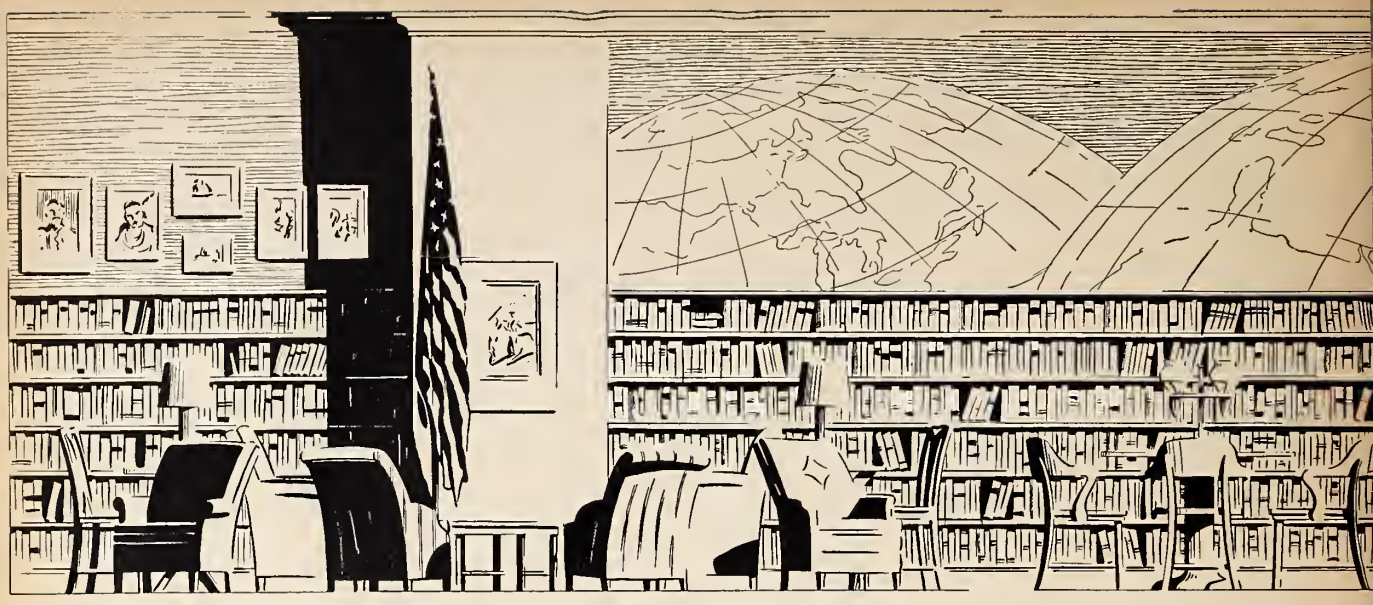


A librarian and an enlisted assistant install a hand-lettered sign to advertise choice wares in Camp Dewey library, Naval Training Station, Great Lakes, Ill.



Official U. S. Navy photographs

In the well stocked, comfortably furnished library of an aircraft carrier enlisted men of the crew read books or current magazines and write letters home.



resembles a men's club more than a library. Decorations in rose and green, and murals and pictures give a comfortable atmosphere to the furnishings which include plenty of easy chairs.

Men serving at sea and overseas receive special editions of books printed exclusively for Army-Navy distribution. These books are paper-backed and pocket-size. They are selected by the Army and Navy from recommendations of an advisory committee composed of well-known critics and publishers, who contribute their time to the project.

Thirty titles have been released each month since the project began. They include every type, from Mark Twain's *A Connecticut Yankee* to a late novel such as *A Tree Grows in Brooklyn.*

Here again, readability is the main standard for selection. The dull books are automatically ruled out. Approximately 450,000 copies of the selected books go each month to the Navy alone. By virtue of their size, these "overseas editions" are ideal for men on the move.

The large station library ashore is conducted like a city library system.



How the Library Got to Guadalcanal: Cafeteria Style

A great Navy transport was loaded with men and materials at a West Coast port. Her destination was Guadalcanal. The transport was about ready to sail when the commanding officer received a message that scores of boxes of books, allotted to those men bound for Guadalcanal, were still on the docks.

Although the transport was loaded, with absolutely no room for the boxes of books, the commander knew quite well that the men would want something to read, on the way to Guadalcanal, and after they had arrived there.

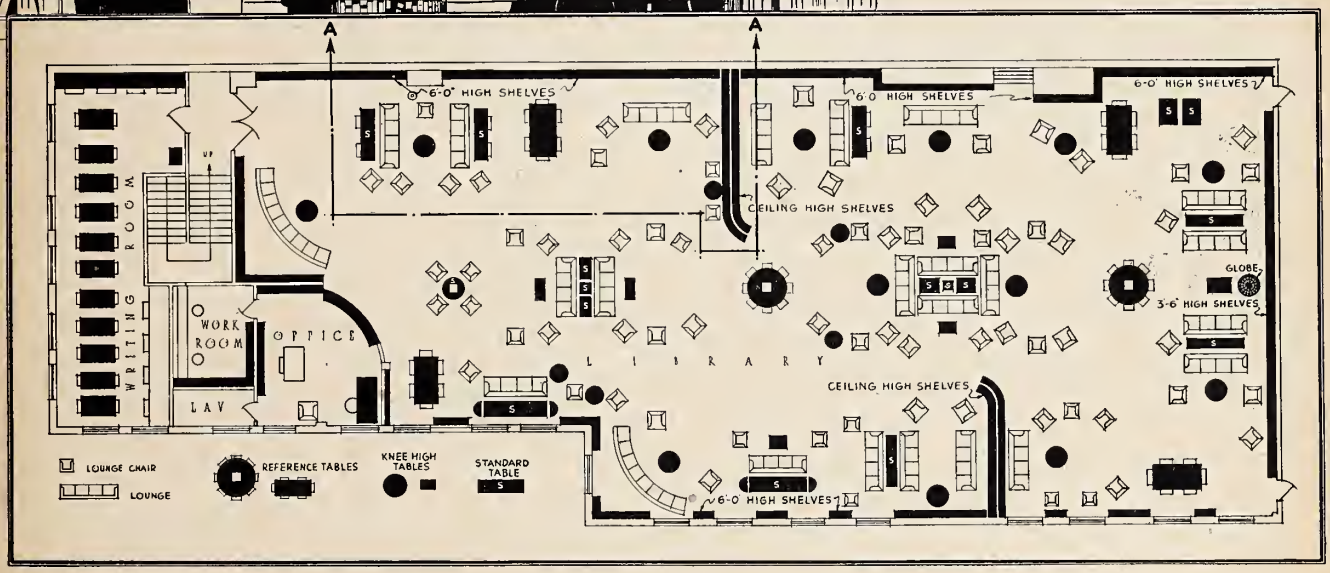
Without hesitation, he ordered the boxes opened. Each man marched down the gangplank past an open book box, helped himself to a book, and then filed back aboard the vessel.

The boxes that could not be taken aboard did not matter. The library was safely on its way to Guadalcanal.



Model Library

The sketch at left and floor plan below show the interior of the library at Puget Sound Navy Yard, Bremerton, Wash. Designed by C. F. Ryan, Y1c, it affords space not only for thousands of books but for privacy and comfort in reading them. The decorations are done in an eye-soothing color scheme of green and rose.



One central library of a station may average 20,000 to 30,000 books, with as many as 10 branch libraries. The goal is a total collection of two books per person on the station. With larger libraries serving thousands of regular readers, enlisted personnel often serve as part-time assistant librarians.

Although necessarily smaller than shore facilities, ship's libraries are made as attractive as possible. Usually the chaplain or navigation officer is in charge. Battleships, as a rule, stock about 2,000 books in their libraries, submarines only 150. An Armed Guard crew will have from 30 to 40 volumes.

Flotillas and squadrons of smaller naval craft swap books wherever possible, furnishing their men a greater variety of reading matter.

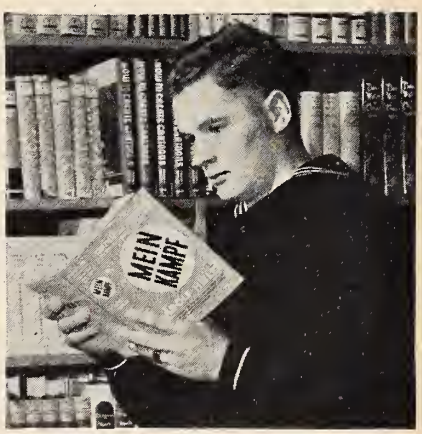
The Bureau of Naval Personnel has no really good pictures of the use of libraries on board ship. If you have any or can make any, please send them to BuPers.

Valuable as it is when men are able to use it, a ship's library in time of battle may share the fate of other expendables. When a commanding officer sends a despatch requesting "authority to issue the USS *Blank* 600 books" and the records show the *Blank* has been well stocked with books, there is only one answer. The *Blank* jettisoned its library when all decks were cleared for action.

Fortunately, however, even jettisoned books can be replaced in reasonably short order. War cannot long down the need for books.

As a matter of fact, war may even prove in the days of peace to come to have been a sizable factor in stimulating the desire for books. The men who have discovered—by the accident of having nothing better to do when they are off duty—that reading is enjoyable will continue enjoying books after the war. At least that is the way it looks to the Navy.

Meanwhile, Navy Librarians have work to do. Navy men want more and more books—to read just for what fun they can find amidst the woes of war.



Official U. S. Navy photograph

PROOF that there's no censorship of reading matter for the Navy is this scene in the library at NTS, Sampson, N. Y.



Official U. S. Navy photograph

Surgery at sea: Aboard an aircraft carrier headed for a war theater, Navy doctors perform an appendectomy.

NAVY MEDICINE

Its Aim is 'To Keep As Many Men at As Many Guns As Many Days As Possible'

Modern total war is fought with weapons of overwhelming lethal power. It is waged in a variety of climates, many of them perilous and disease-ridden for the white man. The Navy's major part in it is fought far from the homeland and home bases. Multiple new and unfamiliar hazards might have been expected to raise the Navy death rate and casualty lists to catastrophic levels. Actually, they are at the lowest in history.

From foxhole dressing stations to science laboratories, the Navy Medical Corps continues to score victories as real and important as those on any battlefield.

For the war year of 1943, the Navy and Marine Corps death rate was .3% of entire personnel. Although not actually comparable, it can be noted that the last figures of the U. S. Census Bureau placed the peacetime American death rate at 1.79% annually.

Even more heartening are figures which apply directly to Navy wounded. The mortality rate for wounded men in this most ruthless of all wars has been kept at approximately 3%. In the last war, 7% of all wounded men

died. Of all Navy wounded since Pearl Harbor, 55% have been returned to duty. And of all these wounded, only 2% were disabled to a degree which made a medical discharge imperative.

Diseases and illnesses which ravaged the Allied fighting forces in the last war are nonexistent or tightly controlled today. New medical and surgical methods have developed almost as fast as the death-dealing weapons which make them necessary. The test tube and the field kit have so far proved potent defenses against the diseases which are unseen dangers on many battlefronts. On the basis of casualty figures so far, the Navy fighting man today has a better chance of coming through with sound mind and body than ever in military history.

The preservation of the lives and health of the Navy is the responsibility of more than 100,000 members of the Navy's medical department. They form a chain which reaches from the front lines to the home hospitals—doctors, nurses, dentists, scientists, research workers and hospital corpsmen —and they work toward one aim:

"To keep as many men at as many guns as many days as possible."

Several wartime innovations in front-line medicine have revolutionized the treatment of wounded. One is the airplane ambulance. Another is the mobile hospital. Still others are new medicines themselves such as the "wonder" drugs of sulfa derivatives and penicillin.

Together, the air ambulance and the mobile hospital have accelerated the speed of treatment for wounded. The airplane ambulance, an experiment launched with some trepidation, has written an exciting chapter in the new history of battlefront medicine.

These former transport planes were equipped with removable litter racks designed to carry 18 patients. Upward of 30 patients can be carried when ambulatory and litter cases are combined. Each plane also carries a doctor, nurse or corpsman, and all necessary medical supplies and equipment.

Operating from Guadalcanal, these planes flew wounded to the nearest base hospital 619 statute miles of water flight away. The rear base terminal was 980 miles distant. Flight time varied from four and a half to eight hours. The planes flew at altitudes varying from 500 to 10,000 feet.

Thousands of wounded were delivered to hospitals by the air ambulances. Although figures have not been made public, a Bureau of Medicine and Surgery spokesman recently said that the number of men who died en route "can be counted on the fingers of both hands."

The systematic and fast evacuation of wounded by air ambulance is a far cry from the scenes of agonized waiting and painful death which prevailed in No Man's Land and at field and rear-line hospitals of World War I. Navy doctors estimate today that many, if not most, of the 14,014 soldiers, sailors and marines who died of wounds in the last war would have been saved if immediate evacuation and quick treatment could have been given.

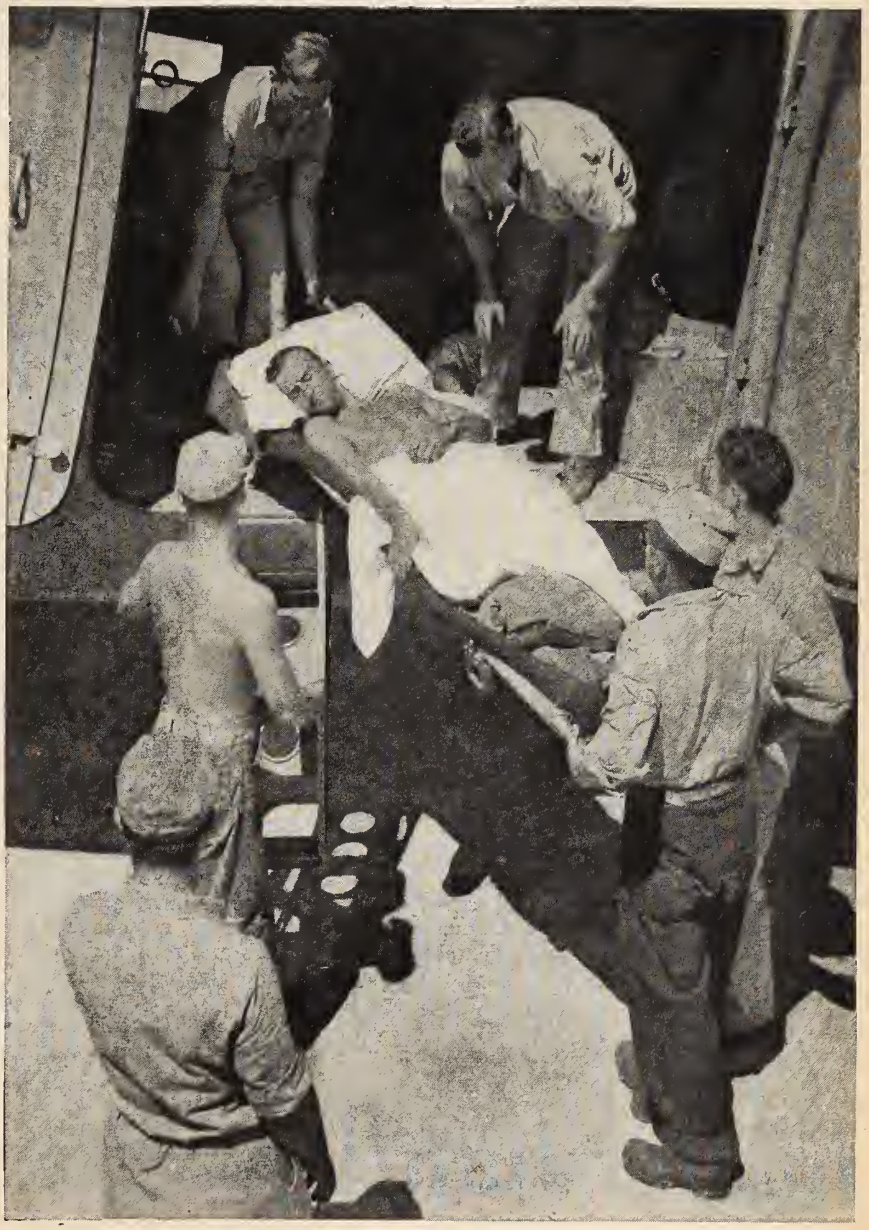
The mobile hospital is another innovation which has contributed materially to the salvation of thousands of men who might otherwise have died on the field. These MOBs, as the men call them, are prefabricated units which are broken down and shipped to fields of action as a part of fleet commands. Each has everything a doctor could want—portable X-rays, drugs, beds, instruments, laboratory equipment; is designed for 1,000 or more patients.

Sometimes these mobile and advance base hospitals must be thrown together with great speed and under considerable difficulty. The story of one of the busiest, in the Solomons, is typical.

This prefabricated mercy center was unloaded from transports to the beach and, apparently, was going to stay there awhile. The Seabees who were to erect it were off finishing a badly needed airfield. Meanwhile, sick and wounded would soon need attention.

The doctors and corpsmen set to work themselves. A surgeon bossed a labor gang. A dentist cut and hauled lumber. An eye, ear, nose and throat specialist supervised construction. Everybody took a hand with picks and shovels. Within two months the first patients were installed.

Today the doctors, nurses and hospital corpsmen of this hospital are equipped to handle everything from mumps and measles — surprisingly common in all military camps—to in-



Official U. S. Navy photograph

NAVY AIR AMBULANCE: This wounded man may have traveled eight hours by air to a base hospital behind the South Pacific front.



Official U. S. Coast Guard photograph

BLOOD PLASMA is administered to a wounded marine in wardroom of an LST off New Britain.



Official U. S. Marine Corps photograph

SURGICAL WARD of Navy rear-base hospital in South Pacific provides clean comfort for wounded.

tricate X-ray and surgical work. Here, in the jungles of the South Pacific, research is being carried on which may furnish preventive measures against the strange diseases and dangers of an unfamiliar climate and terrain.

Like the mobile and advance base hospital, the hospital ship also is contributing to the efficiency of Navy wartime medicine. The Navy's two hospital ships, USS *Solace* and USS *Relief*, will soon be joined by three more, bigger and even better equipped. These are USS *Refuge*, USS *Bountiful* and USS *Samaritan*.

Of them all, the *Solace* has been the workhorse of the sea. She was at Pearl Harbor when the Japs attacked and has been in among the bursting shells of other battles. During and after the Battle of the Coral Sea, thousands of injured and survivors were hauled to her decks and into the surgical wards. In her 2½ years of service, the *Solace* has set some marks for future mercy ships to emulate.

A converted passenger liner built in 1927, the 450-bed *Solace* cared for 10,000 patients, of which 7,500 were war casualties, during a 16-month period in 1942-43. Of the entire 10,000, only 16 men died.

The facilities of this ship compare favorably with those of any modern city hospital. The medical personnel consists of 17 medical officers, 2 dental officers, 21 nurses and 160 hospital corpsmen.

The hospital ship, mobile hospital and airplane ambulance are, however, rear-line links in the chain of medical rescue and rehabilitation. Medicine and surgery actually start even before the first battle skirmishes.

When the paratroops start to pour from their transports, the doctors and corpsmen jump right along with them and float to earth burdened down like animated sick bays. The modern flight surgeon often is a pilot himself and knows, from personal experience, what ailments and nervous damage threaten the fighting flyer. On shipboard, the doctors and hospital corpsmen must plan ahead for the potential results of battle as well as the actual ones.

The disruption which can occur when a big fighting ship is seriously damaged in battle was described recently by Comdr. (now Captain) Bartholomew W. Hogan, (MC), USN, senior medical officer aboard the USS *Wasp* when Jap torpedoes sank that carrier.

"Torpedoes hit at the water line," Captain Hogan recalled, "and a terrific flame which shot up the starboard side immediately destroyed four of our battle dressing stations. We moved our equipment aft on the flight deck. There were 400 men awaiting treatment there.

"Sulfa drugs and morphine injections were administered. Splints and dressings were applied to those needing them. Then the badly wounded were lashed to kapok mattresses and lowered over the side. Others were tied into lifejackets.

"The water all about us was aflame and debris was flying through the air. I was picked up by a destroyer which had rescued 730 men. Of these, 40 were badly injured and 150 others were less seriously hurt.

"Of all these men, not one died! Of the 516 officers and men wounded and rescued in the sinking of the *Wasp*, only six died."

But casualties, Captain Hogan pointed out, are not mere statistics and figures. They are shipmates of flesh and blood, friends known and loved. And the wounded are not the only sufferers. Before the American surrender in the Philippines, for instance, more men were felled by malaria, dysentery, malnutrition, beri-beri and other diseases than were killed by the Japs. And there are the injuries to nerves and brain which are just as real as shattered arms or legs. Against these and other dangers, naval medicine fights a never-ending battle.

Today the new sulfa drugs and the newer penicillin have curbed the danger of infection, most feared and deadly aftermath of war wounds. Plasma and serum albumin, easily administered even by those unfamiliar with first aid, have similarly lessened the danger of shock. Tetanus (lockjaw), yellow fever, smallpox, typhus and cholera have been practically eliminated. Pneumonia, once one of the most feared infections, has been placed under control by chemotherapy.

These problems have occupied Navy specialists in preventive medicine. Specialized diets and special clothing have been devised for specific climates. Ordinarily, the diseases of war are the diseases of peace magnified by mass living, battle strain and the inability to control properly sanitation and living conditions. But tropical war brought new disease dangers.

Dengue—the mosquito-borne "breakbone" fever—has struck in the South Pacific and now occupies the Navy scientists. But so far such dread tropical ailments as yaws, African sleeping sickness and oriental sores have been held at bay by preventive medical measures.

Preventive measures are even carried directly into battle. Every sailor and marine entering combat is equipped with sulfadiazene tablets to chew and swallow and sulfanilamide crystals to sprinkle on wounds. These battle drugs, combined with quick and frequent injections of blood substitutes, are credited with a major part in minimizing our front-line losses.

The advances in reconstructive surgery and medical rehabilitation keep pace with other medical innovations. Fractured bones and torn flesh are, naturally, among the most common of battle wounds. Although final figures

are not yet available, new methods of setting and treating mangled arms and legs have brought astonishing results. It has been estimated that permanently disabled fracture cases will reach only 10% and deaths from this cause probably will be held to 1%.

In the days of Napoleon's army, the common treatment for compound fracture was amputation. Baron Larrey, Napoleon's chief surgeon, performed 200 amputations in 24 hours following the battle of Borodino in 1812.

Burns, always a serious menace in the Navy, were a growing danger in a highly mechanized war. In recent months, new methods of treatment and dressing have been devised. One recent innovation has been a grey "antiflashburn cream" which is now undergoing battle trial in the fleet.

Serious burns, even when completely healed, leave crippling contractures and scar tissue. Plastic and reconstructive surgery, however, now make complete healing possible in the majority of cases. A new medical cutting device permits the grafting of healthy skin on burned areas. From 90 to 95% of these graftings have been successful within two weeks.

Mechanized warfare has given Navy doctors new problems of psychotic and nerve disorders, too. The strain of long confinement in submarines, planes and tanks takes its toll of the human nervous system. But the Navy medical scientists have found that proper rest, vacations and preventive measures can be utilized to keep the fighting pilot, tank gunner or submariner at his post and in keen physical shape.

One of the most interesting reconstructive centers is at Mare Island Naval Hospital, Vallejo, Calif., where experiments with new types of artificial limbs have achieved astonishing results. Men have arrived there on stretchers from the South Pacific and walked on artificial legs within 11 days. Many will remain in the Navy. Others will be able to fill civilian jobs with scarcely any handicap. A similar program is being inaugurated at an East Coast naval hospital.

This hospital and other centers—as well as the hospital ships, mobile units, front-line dressing stations and air ambulances—are operated, staffed and controlled by the Navy's Bureau of Medicine and Surgery. Headed by Vice Admiral Ross McIntire (MC), USN, as chief, and Rear Admiral Luther Sheldon, Jr., (MC), USN, as assistant chief, the bureau integrates 13 divisions. They are administration, planning, materiel, finance, personnel, dentistry, research, inspections, aviation medicine, physical qualifications and medical records, preventive medicine, publications, and the Red Cross naval activities. There is also a Post War Planning Board, a Naval Medical Materiel Board and the Rehabilitation Office.

From these divisions stem a network of hospitals, laboratories, training schools and the medical lines which stretch to the front lines. The bureau's doctors and surgeons total 11,042. There are 4,718 dentists and 7,312 nurses. Hospital corpsmen, both men and women, total 94,265. Together they form a chain reaching from home to the most far-flung battle line.

Last August, reserve commissions in Naval Reserve Medical Corps were opened to women doctors, who are accepted under the same status as men. The bureau is seeking 600 women doctors to take over duties on the home front that are now being handled by physicians and surgeons.

This Is Front-Line Medicine . . .

A marine with his intestines full of shrapnel gave one front-line surgeon a busy session. The surgeon took out all intestines and went through them inch by inch, found the shrapnel fragments and sewed up 15 holes. Patient reported doing nicely.

* * *

Navy doctors in the South Pacific operated successfully on a "human bomb." He had an unexpended antiaircraft shell in his left hip. Two doctors, working behind steel plates, dug it out without exploding it.

* * *

It was a good story when a pharmacist's mate operated on a shipmate for appendicitis in a submarine deep in Japanese waters. It was an even better story when the patient was back on duty in eight days.

* * *

A "pillbox hospital" in the Gilberts operated for one full night by the light of four flashlights. This tiny station treated over 100 men in 36 hours.

* * *

"It would be nice," said a surgeon in the Solomons, "if we could only work without so many interruptions." He pointed to the results of the interruptions—Jap bullet holes which riddled the walls of the station.

The heroism of Navy doctors, nurses and hospital corpsmen is best attested by the monthly lists of citations for bravery and service above and beyond the call of duty. Scores of medical and dental officers and pharmacist's mates have been awarded the Navy Cross, Silver Star and other decorations for gallantly risking—and often losing—their lives under fire in ministering to their shipmates.

Last month Lieut. William Ward Evans (MC), USNR, became the first naval medical officer to be awarded the Air Medal.

Such flight surgeons as Lieutenant Evans are carrying on a naval tradition for bravery and service which has its roots in the earliest history of the nation. For the naval surgeon is older than the Union itself. The first one, Dr. Lawrence Brooks, served with John Paul Jones aboard the *Bon Homme Richard* in 1779. Another, Dr. William Longshaw, Jr., was twice eulogized from every quarterdeck of the fleet for his bravery and service to the Union cause during the Civil War.

It was a Navy surgeon, in fact, who carried the terse message which still symbolizes Navy spirit. This surgeon was Dr. Richard C. Edgar, serving aboard the USS *Chesapeake*, who carried the dying captain's last order to his officer of the deck. It was:

"Don't give up the ship."



HUB of naval medicine is the National Naval Medical Center, Bethesda, Md. Above: hospital building.



Official U. S. Navy photographs

OUTPOST of naval medicine: the hospital ship USS Solace, veteran of Pearl Harbor and other battles.

See Your Ration Board

Naval Personnel May Obtain Extra Gasoline, Food or Shoes Under Certain Conditions

Naval personnel stationed in the United States or back on leave are bound by the same rationing regulations as civilians, yet they may obtain special concessions if necessary to the performance of their duty while traveling under orders, or when on leave. The following is a compilation of ration rules as they affect naval personnel and the suggested procedure for obtaining food, shoes or gasoline.

FOOD

War Ration Books 3 and 4, containing stamps for rationed food, may be obtained by naval personnel residing in the U. S. for a period of 60 days or more, *except* (1) those who are authorized to be subsisted in kind; (2) those who are members of an officers' or a contract school mess; or (3) those who, although not subsisted in kind and not members of an officers' or contract mess, eat at least 14 meals a week at such a mess.

Those eligible to receive ration books may obtain them by applying to the ration board at the place where they are stationed. The application must be made in person either by the applicant himself or by someone acting for him; it cannot be mailed to the board.

Temporary food rations may be obtained by naval personnel on leave in the U. S. if they are not entitled to Ration Books 3 and 4. Their leave must be for a period of 72 hours or more and they must eat at least one meal at their host's home. Even though not on leave, service personnel who are messed in a general mess or an officers' organized mess may obtain temporary food rations if they eat nine or more meals a month at their host's home. Also, those residing in the U. S. for less than 60 days on detached or temporary duty may obtain temporary food rations if they eat at least nine meals a months at a private home.

Application for temporary food rations should be made on S & A Form 570, which may be obtained from commanding officers. If this form is used, either the applicant or his host may present the application to the local ration board. However, if the applicant shows good cause for failure to have this form, the board may permit him to apply on OPA Form R-315. His host cannot use this form, however.

Naval personnel who have ration books and find that their health requires more rationed foods than they can get with their allotted points may apply to their local board for additional points. This application must contain a doctor's statement showing why additional rationed foods are needed, the amount, and why unrationed foods cannot be substituted.

For those who live an unusually long distance from their market and who are unable to use their stamps while they are valid, the local ration board may issue a certificate in exchange for some or all of their stamps. This certificate will enable them to purchase rationed foods which could not have been obtained with their valid stamps.

Naval personnel who live in a place where they cannot get enough fresh fruits, vegetables, fish, fresh milk, poultry or eggs to meet their nutritional requirements, or have no facilities for storing such foods long enough, may apply to local ration board for additional processed food ration points.

SHOES

Shoes may be purchased by naval personnel, without ration stamps, from ship's service stores afloat and ship's service stores ashore, outside the 48 states and the District of Columbia, or from naval small stores. These shoes must not be sold or given anyone else.

Shoe stamps are required in buying shoes from a ship's service store ashore within the 48 states and the District of Columbia or in any retail store. Nearly all naval activities have an officer who is detailed to issue shoe purchase certificates. These must bear the name and rank or rating of the persons to whom issued, and the signature and rank of the issuing officer. The certificates expire 30 days after issuance and must not be altered. If the certificate is not used during the 30-day period, it should be returned to the issuing officer who will issue another if the applicant still is eligible.

The Secretary of the Navy has directed naval personnel not to apply for the certificates unless they actually need shoes. Certificates may be used only by or for persons to whom issued.

GASOLINE

For private vehicle travel, naval personnel are subject to the same gasoline rationing regulations as civilians. When traveling under orders, and transportation by private automobile is specifically authorized, OPA Form R-544 for additional gasoline must be obtained from cognizant issuing officers in the Navy. These officers will compute the mileage involved and endorse the orders to show the number of forms and gallonage issued. The issuing officer is responsible for signing and filling out Form R-544, including the name and rank or rating of the recipient, the number of gallons for which each form is valid and the license number of the automobile to be driven. These forms are non-transferable and may be used only by the person to whom issued.

Naval personnel assigned to shore duty in the U. S. and not quartered at their station may apply to their local board for supplemental gasoline coupons to cover driving between residence and station if a car-sharing plan has been organized, or if alternate means of transportation are not available.

Those who must do in-course-of-duty driving, and have no official travel orders authorizing transportation by private automobile, may apply to the local ration board for additional gasoline. In the case of necessary driving due to change of duty, when the travel orders lack authorization for transportation by private automobile, application may be made to local boards.

Naval personnel on leave for 72 hours or longer with access to an automobile may obtain up to a maximum of five gallons of gasoline by applying to the local board for special furlough rations. Leave papers must be shown.

Personnel convalescing from illness or injury acquired while on active duty are eligible for supplementary gasoline coupons to cover travel to and from home or resort to other place of recuperation if the cognizant medical officer certifies that travel by private automobile instead of other means of transportation would materially aid in recovery. Leave papers and the medical officer's certificate must be displayed when applying to a ration board.

CHECK-LIST FOR NAVAL PERSONNEL

DO YOUR DEPENDENTS KNOW

Where to find your:

- ☐ birth certificate?
- ☐ marriage certificate?
- ☐ insurance policies?
- ☐ Social Security number?
- ☐ will? ☐ tax records?
- ☐ income tax records?
- ☐ other valuable papers?

Your arrangements for:

- ☐ family allowance?
- ☐ allotments from pay?
- ☐ war bonds?
- ☐ government insurance?
- ☐ private insurance?

What to do if:

- ☐ they change their address?
- ☐ checks are not received?
- ☐ amount of check is wrong?

What happens if you are:

- ☐ wounded? ☐ captured?
- ☐ missing? ☐ killed?

What to do if they:

- ☐ can't meet insurance premiums?
- ☐ need money or a loan?
- ☐ want to move back home?
- ☐ need medical attention?
- ☐ are unable to pay tax you owe?

Where to get:

- ☐ help from Navy sources?
- ☐ aid for dependents?
- ☐ legal advice and assistance?

SEE PAGE 26

BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

TRAINING TIP OF THE MONTH

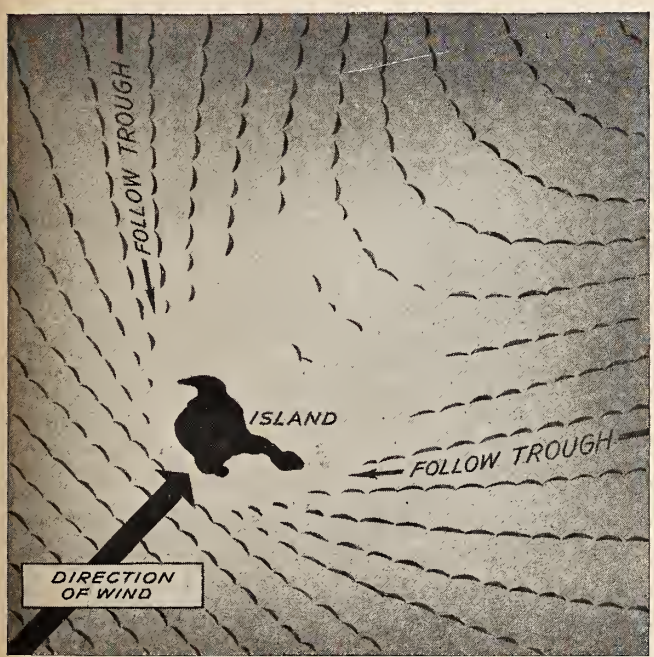
Finding Land When You Can't See It



WATCH THE CLOUDS: Due to temperature difference of land and water, air currents rise over land. When the moisture-laden warm air reaches any real altitude, it condenses to form clouds, which tend to remain over the land and are visible far out at sea. True particularly of mountainous islands, this holds also for atolls, where a contrast in temperature is caused by warm waters in lagoon, cold outside.



WATCH THE REFLECTIONS: In addition to the cloud formation just mentioned, there is another way of spotting the presence of an atoll: watch for any green reflection on the under-belly of the clouds. In a lagoon, the water is not only warmer but shallower than outside the reef, and its color more green than blue. Reflecting upwards, green waters color clouds above. That green light is your Go signal.



WATCH THE WAVES: When wind blows constantly from one direction, as in South Pacific, it sets up a swell at right angles. But when rollers hit an island, they form a V around it. If you find rollers not *at right angles to wind, odds are that (barring local squalls) land is near. Follow trough to windward.*



WATCH THE BIRDS: Except for a very few species, most sea birds sleep ashore. During the daytime they fly all over in search of food, but when evening comes they return to land. If the flight of birds in the late afternoon is observed, and their line of bearing is followed, it will probably lead ashore.

Information Your Dependents Should Have

Here Are Some of the Things They Ought to Know—and an Easy Way to Make Sure They Do

Do your dependents have *all* the information they need in order to benefit from the various forms of protection and assistance that are available to them while you're in the Navy? (A quick look over the check-list on page 24 will show if you bat 4.0 on this.)

If not, it's a good idea to get "squared away" at home as well as at sea, and the material on these two pages will help you. This material, in brief form, is similar to that contained in the booklet *Personal Affairs of Naval Personnel and Aid for Their Dependents*, which is available on your ship or station, and which was mailed to your dependents.

However, there have been many cases where these booklets were returned to the Bureau because an incorrect or inadequate address was supplied. If your dependents don't have a copy, advise them that they can get one by simply writing the Bureau of Naval Personnel and it will be mailed to them.

A practical device for informing one's dependents was made available earlier this year to naval personnel of the Sixth Naval District, when their welfare and recreation office drafted a sample form letter and had copies printed for distribution to shore stations of the district and to ships in port.

A similar letter, incorporating changes and suggestions by BuPers, is reproduced on the opposite page. This may be used "as is," or modified by the individual to suit his own requirements; it may also be reproduced locally by commanding officers who may wish to make it available for their personnel.

For further information concerning the numbered portions of the letter, see the paragraphs which follow.

1. Family allowances (INFORMATION BULLETIN, November 1943) are now payable as follows: To a wife, $50; wife and 1 child, $80; wife and 2 children, $100; each additional child, $20; child but no wife, $42; additional children (no wife), $20; divorced wife, one child, $72 (maximum); each additional child (divorced wife), $20.

2. Any allotment of pay for support of your dependents should preferably be made to an individual, but you may, if you wish, make it to a bank, indicating that it is for that person's support. Allotments may also be made to most banks for the credit of a joint account. Note, however, that in case you are declared missing, become a prisoner of war, etc., such allotments may be continued *only if* they are for the support of dependents, and are so designated.

3. War Bond allotments are on the bond-a-month or bond-a-quarter basis, with monthly allotments of $6.25, $12.50, $18.75, $25.00, $37.50, or $75. A co-owner may cash the bonds with or without your consent; a beneficiary may cash the bonds only after your death. Bonds may be cashed at any time after 60 days from date of issue; they are not transferable, may not be used as collateral. The Treasury Department or the Navy will hold the bonds for you for safekeeping if so desired.

4. If you applied for government insurance before 8 October 1940, the insurance you hold is called U. S. Government Life Insurance. If so, change entry in letter accordingly.

5. Allotment method is recommended, as it will continue automatically, even if you are captured or missing, and by the allotment method there is no danger of your insurance lapsing through nonpayment of premiums.

6. Under the Soldiers' and Sailors' Civil Relief Act, payment of premiums on your private company life insurance may in most cases be postponed until two years after you leave the service (but not more than two years after the end of the war). However, back premiums have to be made up, together with interest, within that two-year period. So the well-advised Navy man will, wherever possible, continue to pay his premiums as before or register an allotment to pay all or part of them while he's still in service.

7. Suggested for listing: birth certificate, marriage certificate, insurance policies, any divorce decrees, power of attorney (see 13 below), will (see 14 below), savings bank books, Social Security card, War Bonds, safe deposit box and key, income tax records, valuables, personal effects, etc.

8. Where desired, a brief picture of finances may also be listed on the back of the letter, for the guidance of dependents. A simple form might include: "current assets"—cash in checking account, cash in savings accounts, War Bonds, stocks, bonds, or other investments; plus "deferred assets"—life insurance, amounts due you or expected in future; minus "liabilities"—debts, owing on notes, insurance premiums, back taxes, etc.

9. There is nothing in the Soldiers' and Sailors' Civil Relief Act which relieves you from the actual payment of debts or other obligations incurred prior to your service. However, when your ability to meet such obligations has been impaired because of such service, relief may be afforded by the courts, which may stay proceedings for not more than 6 months after termination of service.

10. Enter here the monthly sum you could spare to repay a loan for your dependents, if needed. You may want to arrange your bank account as a joint account (if you haven't already) so that your dependents can check against it without your signature, and so that if anything happened to you the account would pass to their control. In that case, the account should read "John Doe and Mary Doe jointly with rights of survivorship and not as tenants in common" (or similar wording by your bank).

11. Assuming you hold $10,000 worth of National Service Life Insurance, your beneficiary would receive (if then under 30 years of age) a monthly income for 20 years of $55.10. If beneficiary is then 30 years of age or over, a monthly income would continue for life, as follows:

If age 30	$39.70
If age 40	$45.00
If age 50	$53.90
If age 60	$68.10

At least 120 payments have to be paid in any case, and they will continue to be paid as long as there are any eligible beneficiaries. Amounts for insurance less than $10,000 would be proportionately lower. (Provisions for settlement of U. S. Government Life Insurance are different. For details, see your insurance officer.)

12. If you should die from disease or injury incurred in line of duty, and without misconduct, your dependents may be entitled to monthly pension:

Widow but no child	$50
Widow, one child	$65
Each additional child	$13
No widow but one child	$25
No widow but two children (equally divided)	$38
Dependent mother or father	$45
Or both, each	$25

As to widow, child or children, total monthly amount shall not exceed $100.

13. See Chapter X, "Power of Attorney," in the booklet *Personal affairs of Naval Personnel and Aid for Their Dependents.*

14. See Chapter XI, on "Wills," in the same booklet.

15. To provide necessary legal counsel without charge for service personnel who could not reasonably be expected to employ their own counsel, the American Bar Association, in cooperation with State Bar Asssociations, has established committees in each state. Legal advice is also available to you and your dependents at most shore stations within the continental United States; ask for the Legal Assistance officer.



....., 1944

Dear .....,

Hold on to this letter; it will tell you a lot of things you may need to know while I'm away. The Navy wants you to have this information so that you will know about, and be prepared to benefit from, the assistance and protection to which you are entitled.

First, there's my service number: ..... Always use it when writing the Navy Department or other official organizations on service matters concerning me. Give them my name, rating (or rank) and service number, like this: .....

I've applied for family allowance and you should receive each month $..... In addition, I've allotted directly out of my pay $..... each month to ..... If you change your address, the check is not received, or a mistake is made in the amount, write to the Field Branch, Bureau of Supplies and Accounts (Family Allowance Division), Navy Department, Cleveland, Ohio.

I have authorized an allotment of $..... per month for War Bonds, which are being mailed to .... I have taken out $..... worth of National Service Life Insurance, policy No. (if known)..... The premiums are being paid by (allotment from my pay) (direct payment to Veterans' Administration).

I also have $..... worth of private company life insurance issued by ...., policy No. ..... The premiums are being (paid by allotment from my pay) (paid directly to the company) (postponed under the provisions of the Soldiers' and Sailors' Civil Relief Act).

On the back of this letter is a list of my valuable papers and where to find them. You may be asked to furnish certified or photostatic copies of my birth certificate and (in the case of wives) our marriage certificate, so be sure to have them available.

Now for all the "ifs" that might come up:

If you need advice on medical problems or hospital treatment, talk to your local Red Cross chapter.

If you can't meet any of our debts, or pay our commercial life insurance premiums when they are due, see our lawyer, ..., the Legal Assistance officer at any naval establishment, the Chairman of your State Bar Association, the American Red Cross, or a veterans' organization, about the Soldiers' and Sailors' Civil Relief Act.

If you have urgent need for money and need financial aid, go to the Navy Relief Society, if there is an auxiliary of the Society near you; otherwise, to the American Red Cross. I would be able to repay a loan by allotment from my service account, at the rate of (up to) $..... a month.

If you want to move back to our permanent home (if not there now), get information from the supply officer at any naval station, for reimbursement by the Navy for transportation of my family and household goods to our permanent home.

If you are unable to pay any federal income tax I may owe when it is due, go to any office of Collector of Internal Revenue and fill out their form explaining the reason you can't pay, and requesting that payment be deferred until six months after my naval service ends.

If I am wounded, you may be notified, although of course I will probably be writing you myself. If I am disabled, and entitled to disability benefits after my discharge, these will be arranged through the U.S. Veterans' Administration, Washington 25, D.C.

If I am reported missing, missing in action, or captured by the enemy, my pay and allowances will go right on. My insurance allotments will continue, and so will any allotment for the support of a dependent, if designated as such. If the allotment should prove insufficient for your reasonable support, write to the Bureau of Naval Personnel, Navy Department, Washington 25, D.C., requesting that it be increased. If there is any change in my status, the Bureau will notify you as soon as possible. If my commercial life insurance premiums are not paid by allotment, notify the Bureau immediately, giving them the name and address of the insurance company, the policy number, and the amount of the premium.

If I should die while on active duty, you are entitled to six months' pay in a lump sum. Claim blanks for this will be sent to you. If you do not receive them, write the Bureau of Naval Personnel, Navy Department, Washington 25, D.C. Settlement will also be made of any pay remaining due me, and any savings on deposit with the Paymaster. Claims are paid by the Claims Division, General Accounting Office, Washington 25, D.C., but the proper forms will be sent by the Bureau of Naval Personnel without request.

My National Service Life Insurance would be paid to the designated beneficiary in monthly installments. If my beneficiary were aged ..... at that time, the monthly payments would probably be about $..... In the event of my death, the Navy Department would notify the Veterans' Administration, which maintains the insurance records. They would forward you the necessary blanks on which to file demand for payment. Address U.S. Veterans' Administration, Washington 25, D.C.

To see if you are entitled to a pension, go to the local American Red Cross or Veterans' Administration office, and make your application to Dependents' Claims Service, U.S. Veterans' Administration, Washington 25, D.C. The pension is in addition to my government insurance, and would probably be, in your case, about $..... a month. (Also, pension of $45 a month is payable to a dependent parent, $25 each if there are two).

I have (have not) executed a power of attorney, naming ..... You will find it (enclosed in this letter) (among my valuable papers). A copy of my will is (enclosed in this letter) (among my valuable papers).

If you need legal advice or assistance, see one of the following: our own attorney, ..., the Legal Assistance officer at any naval establishment, a civilian attorney, a member of the Selective Service Advisory Board who is an attorney, a member of the local Bar Committee on War Work (an activity of the American Bar Association), or a member of the armed forces who is a licensed attorney.

Remember the agencies that can help you -- the Bureau of Naval Personnel, the Navy Relief Society, the American Red Cross, the Veterans' Administration, and the welfare and recreation officer and chaplains at any naval station, ready at all times to guide and assist you.

Signature.....

Rank or rate.....

Service No. .....





Keep cool by exposing lightly clothed body to breeze. *Rig an awning to keep sun off but let breeze through.*

Don't Drink Sea Water!

Research Expert Explains How Survivors Can Conserve Water, Exist on Pint Daily

By P. H. Futcher, Lt. (MC), USNR
Staff Member, Naval Medical Research Institute

This article is a sequel to the report by Lt. (jg) G. H. Smith, USNR, in the February BULLETIN, *in which he described his voyage of 20 days in a one-man life raft in the Solomons area. His resourcefulness was most evident from the report and contributed in large part to the fortunate termination of his cruise.*

During the course of his voyage, Lt. Smith drank about a pint of sea water a day for five days without serious consequences. The article which follows explains why such an action is considered to be potentially harmful and is, indeed, strongly advised against. In addition, the whole problem of the supply of water and food on rafts is reviewed and recommendations are made as to the technique of rationing.

Since the start of the war, several experiments have been conducted by scientists in England and in this country to determine whether survivors of shipwreck can derive any benefit from drinking sea water, either "straight" or diluted with fresh water. For several days at a stretch volunteers have drunk sea water diluted and undiluted, in small quantities and in quantities considerably greater than those taken by Lieutenant Smith. Simultaneously, observations have been made on their weight and their output of urine, and detailed notes have been made on such points as the question of whether the sea water increased or decreased thirst.

As a result, there is general agreement on the following points:

1. Drinking undiluted sea water is very likely to cause vomiting and diarrhea, both of which cause net loss of valuable water from the body.
2. When the salt in sea water is absorbed into the body from the digestive tract, it must be washed out again through the kidneys. Sea water contains 3 to 3½ % salt. In order to wash this salt out of the body, the kidneys must use a volume of water equal to or greater than that of the sea water which was drunk in the first place. So the body gains nothing, and, indeed, may stand to lose.
3. The drinking of straight sea water increases thirst.
4. No benefit is to be gained from attempting to increase one's supply of drinking water by diluting one's fresh water with small or large proportions of sea water.

It should be noted that Lieutenant Smith drank his daily pint of sea water in several small doses. As a result, he was not subject to vomiting and diarrhea. It is further important to note that after sea water was used for three days, there was a period when adequate amounts of rain water were used before he resumed consumption of sea water. It is quite likely that the drinking of sea water contributed in part to a wasting of water through the kidneys; he commented that the volume of his urine amounted to three times that of the water he drank. All that may be concluded from Lieutenant Smith's observations is that in his particular case the drinking of sea water did him no very serious harm.

Careful experiments by physicians on human volunteers make it clear that it can have done him no good and that usually the drinking of sea water is a dangerous procedure and should be forbidden. (Nor should sea water be injected into the rectum.)

The bird fat which Lieutenant Smith used to coat his mouth when drinking sea water probably served merely to disguise the salty, unpleasant taste of the water.

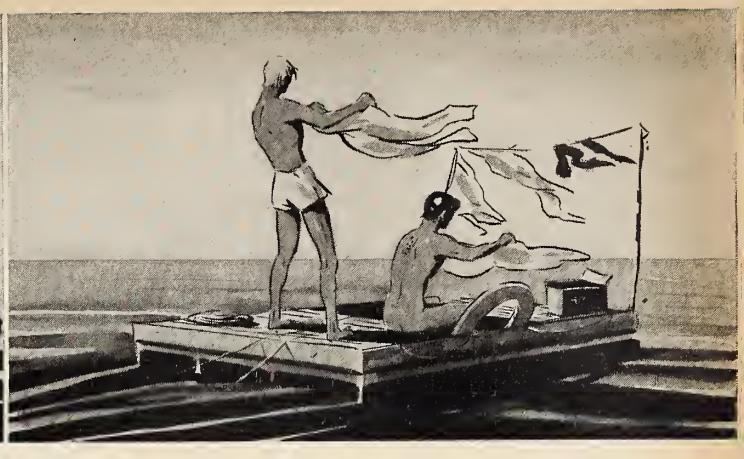
There are, however, several useful procedures which act to decrease the amount of water required by survivors and which, therefore, conserve the supply of water and prolong life. These procedures have been recently developed with the aid of volunteers who have spent many days sitting in life rafts.

Since water may be lost by vomiting due to seasickness, it is important to use properly the tablets preventing seasickness which are to be found in the new first-aid kits of Bureau of Ships life floats and Bureau of Aeronautics pneumatic life rafts. If the sea is at all rough, take one of these tablets as soon as you reach your raft. Thereafter do not take them more often than every six hours. At the end of 24 to 48 hours you will probably have become used to the rapid motions of these small craft and will no longer need the tablets. If morphine has been administered, do not take the seasickness-preventive until 24 hours have passed.

Slightly less than a pint of water will be lost as urine every day, and you cannot prevent this loss. However, if you eat foods containing concentrated protein, such as the dried flesh of fish or birds, your body will have to waste extra water in order to eliminate the by-products of protein in the urine.

Survivors on rubber life rafts or life boats in warm climates will tend to lose unnecessarily large quantities of water when the sun's rays heat their bodies during the daytime. In order to prevent the temperature of the body from rising, sweat is formed by the skin; the sweat evaporates and cools the body. One or two quarts of water may be unnecessarily lost in this manner in one day. The insidious thing is





Keep clothes soaked with sea water during the day. Dry them in late afternoon to keep warm at night.

that the sweat often evaporates so fast from your skin that you don't see it, and, as this "unseen sweating" occurs when you are merely comfortably warm and before you feel really hot, you are not aware that the loss is taking place. Survivors on the wooden doughnut floats, since they are constantly immersed in water, never become so warm that they need worry about water loss by unseen sweating.

The following procedures are recommended to cool the body and prevent water loss by survivors on rubber life rafts, drum-type floats, and lifeboats in warm climates. They should be carried out in the order in which they are listed. The sign that you have carried out the procedures long enough is the appearance of a chilly sensation. Unless it is obvious that the procedures will make you cold, try them from time to time daily.

1. Remove all clothing save the headgear, shirt, trousers, and socks and shoes necessary for protection from sunburn. Unbutton your shirt.
2. Expose your lightly clothed body to the breeze as much as possible to obtain maximum cooling.
3. Rig an awning, if possible, protecting you from the sun but not interfering with the passage of the breeze over your body. If you have no awning, you will expose less of your body to the heat of the sun at noontime if you sit upright instead of lying down.
4. Keep your clothes constantly soaked with sea water; you will thus be cooled by evaporation of this sea water and won't have to lose body water as sweat. You can apply the salt water with a bucket, bailing cup, or the like. Rinse accumulations of salt from your clothing so that your skin will not be harmed. In the late afternoon allow your clothing to dry, if possible; otherwise, you may be cold at night, even in the tropics. This technique is the only way you can prevent excessive water loss from the body in warm, bright, or partially overcast days when there is no breeze. It is particularly important to carry it out on lifeboats and drum-type rafts where your clothes are not as likely to be wet automatically by shipped water as they are on life rafts.

Lieutenant Smith, in his story, stated that his clothes were continuously wet during his voyage, which doubtless acted to prevent loss of water from his body by sweating and thereby contribuated to his survival. Otherwise he might not have lived for 20 days on his initial supply of three pints of water and the proceeds of a rainstorm which occurred on the twelfth day.

During cool weather, and also during warm weather, if you follow these instructions, some of you will need to drink a minimum of only one pint (16 ounces) of water a day to keep a normal amount of water in your bodies. A minimum of a pint and one-half (24 ounces) a day will cover the needs of practically all survivors who are eating little solid food and who take pains to reduce sweat loss to a minimum. The water "balance sheet" may be roughly outlined as follows:

Available to body, 24 ounces as drinking water, and 10 ounces as water from your own tissues which you are consuming to supply your energy; lost from body, 15 ounces as urine, and 25 ounces as water unavoidably evaporated from lungs and skin. It is not harmful that the balance is slightly "in the red," since the body is consuming its tissue and can dispense with the water formerly incorporated in that tissue.

Of course, the drinking of amounts less than the recommended 16 to 24 ounce volume, while not preventing slow drying of the body, will be much better for you than no water at all. If you have no means of measuring water on your craft, remember that for comparison, a coffee cup contains about eight ounces, or half a pint, and that a quart equals 32 ounces.

The following suggestions as to the rationing of water may be helpful:

1. If, just before you abandoned ship or departed on an aircraft mission, you had a good drink of water, you usually need not drink any water for the first 24 hours of shipwreck. Take a drink if you get thirsty, however.
2. On the second day, ration out your water at a rate of one pint (16 ounces) per man each day; if you have abundant water from rain and one pint does not satisfy your thirst, drink a pint and one-half (24 ounces) daily, or more if necessary. Drink your ration in small amounts.
3. If your supply dwindles to a total of 10 ounces per man, use the remaining water merely to wet your mouth and throat from time to time until rain falls.

Since it makes little difference how you ration out your water when you have only small amounts, the methods suggested by various authorities vary considerably. The suggestions offered in the last two paragraphs are based on the opinion that it is best to drink your minimum requirement of one pint daily till your water is practically all gone, with the object of maintaining peak strength as long as possible.

4. If rain falls when you have been drinking only small amounts of water (one pint or less daily), drink your fill slowly over the course of about one hour. Your kidneys will not waste this water under such circumstances. On the next day return to your one-pint allotment.
5. If your rain water tastes salty from sea water which has contaminated it, drink it unless it causes you to vomit or gives you dirrhea when you take it slowly. (Even pure fresh water will sometimes give you diarrhea if you drink it too fast when you are "dry.")

Do not drink urine; your kidneys will immediately remove its fluid from your body, and you will not have gained anything, but will have put back into the body waste materials which it **must** eliminate.

Finally, a word as to the eating of any fish, birds, or turtles which you may catch. The flesh and entrails of these creatures should be eaten in abundance only if you have large quantities of water, in which case they are valuable foods. If you are drinking

(Continued on Page 46)



Official U. S. Navy photograph

The snub-nosed Minneapolis, temporarily patched up after battle, heads through the Pacific for Pearl Harbor.

The Repair Line Comes Through

Cruisers Minneapolis and New Orleans, Battered And Torpedoed in South Pacific, Ready for Action

Navy communiques tell each day the story of United States victories over the Japanese, victories won on three lines—the battle line, the supply line and the assembly line.

Add to these a fourth line—the repair line. Recently reported victories there, scored with typical American ingenuity and energy, have returned two cruisers—damaged almost fatally—to action against the enemy.

The cruisers are the USS *Minneapolis* and the USS *New Orleans*, battered but glorious survivors of the Battle of Tassafronga, in which nine Jap ships were sunk on the night of 30 November 1942 off Lunga Point, Guadalcanal.

The *Minneapolis* was engulfed by flames, smoke and fumes as Japanese torpedoes struck and exploded. Water was a foot deep on the bridge. The *Minneapolis* appeared doomed. Yet she lives today and fights again.

Equally phenomenal is the story of the *New Orleans*. This cruiser lost her bow in the battle but got back and was repaired to return to the war.

Japanese communiques previously had "sunk" the *Minneapolis* several times. Thanks to the naval and civilion personnel who repair ships, those communiques are still untrue.

At midnight 29 November 1942 an American task force, commanded by Rear Admiral Carleton H. Wright, USN, left harbor to steam against a Japanese force attempting to reinforce the enemy garrison on Guadalcanal.

The *Minneapolis*, commanded by Capt. (now Rear Admiral) Charles E. Rosendahl, USN, was flagship of the task force. Secretary of the Navy Knox subsequently presented the Navy Cross to the *Minneapolis*' captain.

At 2305 the next night, the cruiser sighted six Japanese ships. The American force closed in. "Stand by to commence firing," commanded Admiral Wright. A minute later the *Minneapolis* opened fire with her eight-inch battery.

The cruiser's first salvo was near a large transport. The second was a direct hit. The third and fourth straddled the Jap, and she disappeared. Two minutes had elapsed here, in this one engagement. The *Minneapolis* and another cruiser then combined to sink a Jap destroyer. The bow and stern rose above the water as the destroyer split.

A large Jap destroyer or cruiser began firing at the *Minneapolis* but was missing. Another U. S. cruiser straddled the Jap ship, and it disappeared beneath the waves.

Around Cape Esperance had come a second group of Japanese warships, identified as two cruisers and two or more destroyers. They had been waiting for the transports to disembark their troops. These ships joined the battle, coming between the two firing forces. When the *Minneapolis* fired her first salvo, the Japs answered with a spread of torpedoes. The entire Jap group opened fire with its main batteries and then attempted to retire.

The *Minneapolis* reeled under the blows. The flood of water, however, had the effect of diminishing the fires, and due to the efficient fire-fighting parties, all fires were extinguished.

Officers and men of the *Minneapolis* rose to the occasion with courage and heroism. The main battery continued firing. All available hands were put to pumping and jettisoning heavy gear to reduce the *Minneapolis*' list. For a brief period steering control was lost.

Captain Rosendahl ordered the *Minneapolis* to proceed to the secluded harbor of Tulagi, 18 miles away. En route to Tulagi the jettisoning of heavy gear was continued. At 1445 the cruiser wormed her way into the tropical harbor, met by a minesweeper whose salvage pumps were set to work on the *Minneapolis*. The cruiser was moored to coconut trees and stumps.

Salvage operations went full speed ahead, despite frequent air raid alerts, with a Seabee unit assisting. Soon the *Minneapolis* was ready to begin her long journey home, under escort.

At Pearl Harbor, she had to wait until new boiler tubes were installed. Final repairs were made at Mare Island. Captain Rosendahl and his men wondered how the cruiser had survived, but survive she did.

The *New Orleans* was damaged in the early stages of the Tassafronga action. Hit by an enemy torpedo, a forward magazine and thousands of gallons of gasoline exploded. The entire forward section of the hull was cut away as far aft as No. 2 turret. This section floated aft along the port side, damaging one of the propellors.

When the cruiser settled approximately 12 feet by the head, only heroic work by her officers and men made salvage possible. Capt. Clifford H. Roper, USN, the commanding officer, reported that he had seen the bow sink off the port quarter, with the guns of

'Ship Surgery' Saves a Gravely Wounded Cruiser



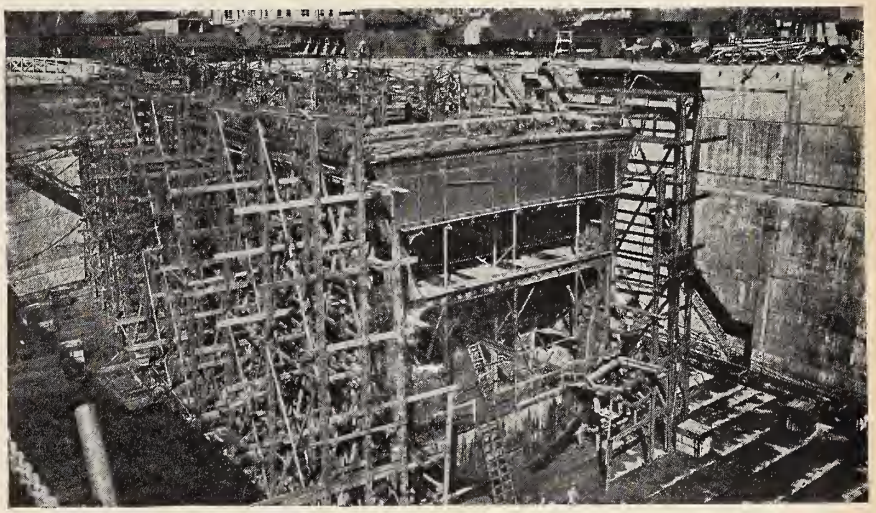
1. Her bow shot away, New Orleans is shown here before temporary bow was put on for cruise home.



2. With a snub-nose, temporary bow, the New Orleans pushes her way into Puget Sound Navy Yard, Bremerton, Wash., for repairs of battle damage. Note that guns have been removed from the No. 2 turret.



3. Temporary bow removed, New Orleans is shown almost ready for the joining of her new bow.



4. This bow, built in a drydock at Puget Sound, was ready and waiting for the New Orleans when she came in from a slow Pacific crossing after engagement with the Japanese in Battle of Tassafronga.

No. 1 turret pointing skyward.

The *New Orleans* headed for Tulagi harbor, her communications system disrupted, torn pieces of the hull projecting forward and making the ship almost unmanageable. Only the forward bulkheads prevented her from sinking. Aided by a destroyer, she finally reached the harbor.

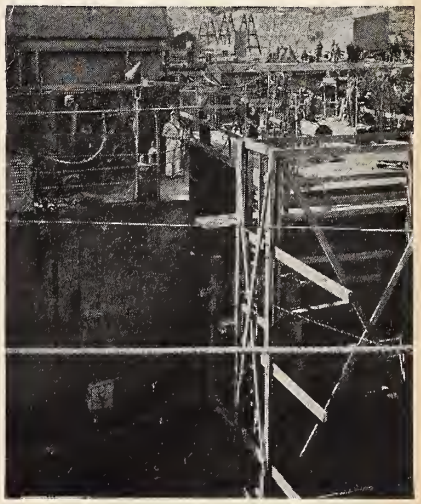
It was determined there that the *New Orleans* would have to go to a West Coast shipyard for a new bow, a new No. 1 turret and replacement of all auxiliary machinery originally in the bow.

To make repairs possible, the *New Orleans* first had to be taken to Australia, 1,700 miles away, where a temporary bow was to be fitted. American ingenuity met the test. Large trees were chopped down and floated to the vessel. Logs were used to shore up bulkheads, limbs and leaves for camouflage from Jap planes flying overhead. Twelve days of tireless work fitted the *New Orleans* for the trip to Australia. Two destroyers took her slowly southward. At one time the cruiser had to head stern first for 30 hours because a narrow channel forced a course directly into wind and sea.

In Australia the temporary bow was fitted. Several weeks later, the *New Orleans* reached Puget Sound Navy Yard, covering almost 10,000 miles.

Plans had been made to expedite repairs. Ninety per cent of the new bow had been prefabricated. New auxiliary machinery was ready or on the way. A No. 1 turret was lifted from a sister ship coming in for repairs.

The Puget Sound Navy Yard, in addition to repair work, had to give the *New Orleans* a thorough overhaul. This was done in record time. The *New Orleans* went out to fight again.



Official U. S. Navy photographs

5. With repairs almost finished, a new bow is joined to cruiser.



NATS transport, bound for Attu, rides above clouds pierced by snow-capped Carolio volcano in the Aleutians.

NATS Delivers the Goods

Expanded Naval Air Transport Service Carries 8,300,000 Pounds of Cargo and Mail Monthly

An American submarine, thousands of miles from a repair base, was out of action because of battle damage. Ordinarily the sub would have been useless for weeks—until it had been towed to a naval base and repairs made, or parts had been shipped by surface craft. In this case, Naval Air Transport Service flew replacement parts 10,000 miles in 72 hours. The submarine was repaired and had resumed its hunt for Japanese shipping in a few days.

An urgent request for detachable fuel tanks to give Grumman Wildcat fighters greater cruising range was radioed from a South Pacific base. Naval Air Transport planes rushed the tanks across the continent and thousands of miles over the Pacific. They arrived and were installed in time for the Wildcats to surprise and trounce Jap raiding formations far out at sea from the base.

These are just two instances of the hundreds of chores performed by Naval Air Transport Service, which has grown in 25 months from the operation of a single flying boat to 10 full transport squadrons, several ferry units and large contract operations by Pan American Airways System and American Export Airlines.

NATS now carries on scheduled military transport services over a network of more than 65,000 miles, in addition to special and emergency missions which run into tens of thousands of miles monthly. It is carrying about 22 500 priority passengers a month on trips averaging more than 1,200 miles per passenger.



Official U. S. Navy photographs

NATS INSIGNIA: The background is blue, the bordered rope blue and white, the anchor gray, the wings white with blue border, the lettering blue.

Annually it brings in hundreds of thousands of pounds of urgently needed war materials, such as mica, tantalite and natural rubber. Approximately 8,300,000 pounds of cargo and mail are carried monthly. NATS craft are flying some 3,600,000 plane-miles each month.

During the last half of 1943, NATS increased operations by 70% over the first six months of the year. Further increases are expected in 1944 as more aircraft are assigned NATS squadrons and as the Navy's needs become centered farther from the States.

Although our naval surface units have for years used some utility transport aircraft attached to major fleet commands, NATS is the first regularly scheduled service between the United States and the fleet, wherever it may

go. Its planes fly to the fringes of battle zones, operate through tropical storms and arctic blizzards and fogs. They must fly a majority of the routes without radio navigation aids, whose use would betray them to the enemy. In spite of the difficulties and hazards of wartime flight, NATS has achieved an efficiency and dependability equal to that of the pre-war civil airlines.

At present NATS operates under three wing commanders, one in each of the three main areas of naval activity: the Atlantic, the West Coast and the Pacific. The recently established Naval Air Ferry Command is under a fourth wing commander.

The Atlantic wing commander has charge of flights on the East Coast and to the British Isles, Iceland, South America and Africa.

The West Coast wing commander is in charge of transcontinental flights from the East Coast to San Francisco and from the West Coast to Alaska and the Aleutians.

The Pacific wing commander operates flights from the West Coast to Hawaii; from Hawaii to Central, South and Southwest Pacific war theatres and to Australia and New Zealand. From this area comes the greatest demand for NATS—and the demand is increasing.

The wing commander of the Ferry Command controls the deliveries of new combat and other aircraft from the factories, and some shifts of warplanes from one zone to another.

Flying boats are operated from Alameda, Calif., to Pearl Harbor and the Southwest Pacific to Australia. This trip is made in three days.

Land planes are operated up the West Coast to Alaska and the Aleutians. Douglas R4D and R5D craft, specially equipped and winterized, are flown between Seattle and Kodiak, and more advanced Aleutian bases. Land planes also are used between naval air stations at Oakland, Alameda, San Diego, Calif., Patuxent River, Md., and New York.

Along the East Coast, land plane schedules are maintained between Newfoundland, Boston, New York, Philadelphia, Washington, D. C., Norfolk, Charleston, Jacksonville, Pensacola, New Orleans and Corpus Christi. A summer NATS service goes to Greenland and Iceland.

Another route from the East Coast leads south from Norfolk to naval establishments at Guantanamo, Cuba; San Juan, P. R.; Trinidad, and along the east coast of South America to Natal and Rio de Janeiro. From New York, Patuxent River and Miami, NATS flying boats run on schedule to Great Exuma, Bahamas; Guantanamo, Cuba; Portland Bight, Jamaica; Coco Solo, C. Z., and San Juan, P. R. A newer route includes service from the U. S. to Africa, by way of South America and across the South Atlantic.

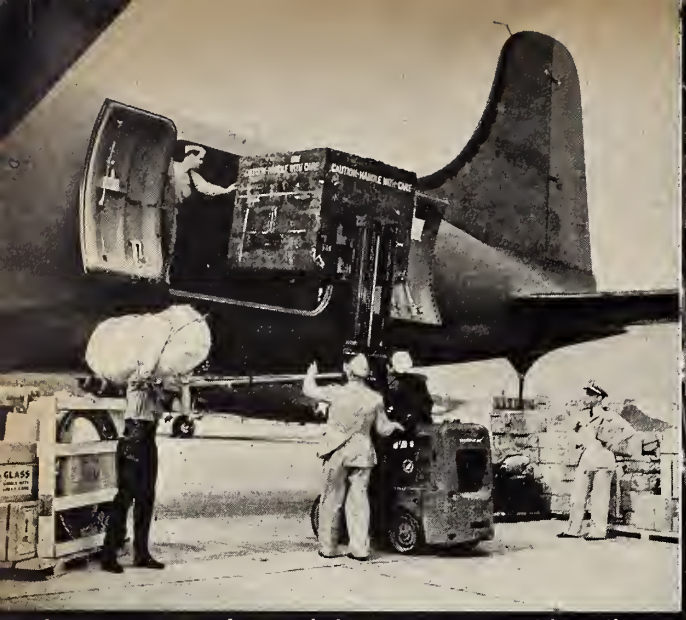
Capt. D. F. Smith, USN, is in charge of all NATS operations under the Chief of Naval Operations. He and his staff are



Official U. S. Navy photographs

MERCHANDISE AND MERCY: NATS handles with equal rapidity a new engine for a crippled fighting plane on some distant front (above), or a rush case for the doctor (below), with vital Brazilian quartz forming part of the cargo.







Ingenious mechanical devices to speed handling of cargo, efficient methods of packing and loading

concerned primarily with planning and coordinating the activities of the squadrons with the requirements of the Navy as a whole, rather than direction of actual operations. A high degree of autonomy is given wing commanders in the field. Theirs is an almost complete control over and responsibility for their squadrons and for the employment of contract carriers to meet the Navy's needs in their areas.

The NATS fleet is composed of both seaplanes and landplanes in almost equal proportion. With large landplanes now flying overseas extensively, about two out of every three NATS aircraft are in transoceanic service. The remainder are used within the continental U. S., connecting naval centers with plants. In spite of the growing use of landplanes on over-water routes, certain tasks can be accomplished by flying boat only. On several fronts, particularly on small South Pacific islands, there are no airfields that can accommodate large transport landplanes.

At present NATS is using the following aircraft types: the R3D-1, R4D-1, and R5D-1, which are the Army's C-47 and C-53; the four-engined Consolidated Coronado PB2Y-3R, converted for use as a transport; the four-engined Sikorsky S-44, known in the Navy as the JR2S-1; the twin-engined gull-wing Martin PBM-3R, converted for transport use; the Boeing 314 Clipper; the Curtiss-Wright Commando, the giant Martin Mars, and several miscellaneous types acquired from the airlines. In addition, some Consolidated Liberators and new stainless steel Budd transports, the RB-125, are soon to be acquired.

The majority of the aircraft available are not the most efficient transport types. Conversion of combat patrol bombers to transports has not been entirely satisfactory. Since production facilities of the country are quite properly devoted almost exclusively to combat types, NATS will continue to carry loads in any equipment available.

Although NATS' record for airborne cargo is impressive, the true measure of its value lies in the time saved. Every naval undertaking in the South Pacific has benefited by its supply and maintenance operations. For example, a shipment of airplane tires, flown to Guadalcanal, enabled a fighter squadron to remain on duty through a crucial period. Hundreds of similar instances are on record. Blood plasma, and a multiplicity of supplies and equipment required on short notice, has gone to the South Pacific by NATS planes.

Special flights which may depart entirely from established routes are made whenever necessary. They vary from carrying mental cases and wounded to hospitals, to rescue missions and rush jobs of transporting war materials.

When four survivors of a ship sunk off the Newfoundland coast were rescued after days of exposure to intense cold, they were transferred to a hospital at Sidney, Cape Breton Island. Two men developed gangrene. Treatment was unavailable at the hospital, so NATS was notified and within an hour a plane was on its way to the hospital. Most of the trip was through a raging snow-storm that took away the plane's antenna and put the radio out of commission. However, the flight was completed and the men taken aboard on stretchers. Returning, the NATS plane again flew through the blizzard, with visibility zero-zero, but it arrived safely at Boston and delivered the patients.

Control and administration of the air priority system is shared by the Navy and the Army. The Navy controls priority on operations across the Atlantic, Pacific and Caribbean, to South America and on domestic lines. The Army controls all priorities of the domestic civil lines as well as those of Pan American in the Caribbean and South America. All other operations of Pan American and the trans-Atlantic service of American Export Lines are under naval priority.

NATS priorities, space control and direction of general policy channel through the Naval Air Priorities Office. Actual certification of priorities is delegated, where feasible, to bureaus of the Navy Department and to field commands in areas through which the air transport system operates. All NATS passengers must have priority and are largely naval personnel. Most of them fly at least 1,200 miles per trip. Each ton of priority cargo averages about 1,300 miles per trip.

Transports return from overseas flights with cargoes of strategic material for American war industry. Among these are industrial diamonds, mica, beryl ore, rubber, quartz crystals, platinum, quinine and totaquine, block talc—without which we would be unable to manufacture radio equipment, camera lenses, precision instruments, and much medical, electrical and chemical war material.

Such cargo during 1943 moved six times faster and 20 times more safely than by surface carrier, it is estimated

Even Transport Planes Have Trouble With Barnacles

High-flying cargo planes of NATS have the same troubles as ships of the fleet if they stay long in port.

Barnacles the size of silver dollars fixed themselves to the hull of a PB2Y3R while it was in a North African port for installation of a new engine. The problem was solved by lifting the huge seaplane clear of the water with a 90-ton boom so the underwater portion could be scraped.

Another seaplane which spent 26 days in port for repairs likewise acquired a coating of barnacles and had to be scraped.



Official U. S. Navy photographs

and highly trained personnel are factors in the achievements of NATS' thundering sky freighters.

by the Air Cargo Priorities Section of the War Production Board.

New techniques and improved methods of packing developed by NATS are saving American taxpayers more than two billion dollars annually, it is estimated. The wingtip of a Martin bomber, when shipped crated to NATS, weighed 825 pounds. Uncrated and stowed aboard a NATS transport with nets, it tipped the scales at only 175 pounds. Another example of weight saved by repacking was a stabilizer for a Helldiver which, with the box in which it was shipped from the factory, weighed 1,060 pounds. NATS uncrated the stabilizer and stowed it aboard a transport at a weight of 160 pounds.

Naval packing experts, in trying to reduce weight of packing material, had two goals in mind. First, they wanted to increase the payload; second, they were anxious to save packing material, which was becoming scarce.

Since cargo shipped, for example, from Detroit to Honolulu might go part of the way by air and part by surface vessel, NATS established offices at certain ports of embarkation to repack cargo shifted from surface transport to aircraft for overseas shipment.

When Goodyear bullet proof 200-gallon gasoline tanks for patrol bombers were first being delivered to the Navy, they came from Akron in heavy wooden boxes weighing 110 pounds each. Thus boxed, nine of the tanks could be shipped on a Douglas transport. NATS uncrated the tanks, repacked them in corrugated cardboard, eliminating 107 pounds of packaging per tank and increasing the payload by three extra tanks per shipment. In addition, scarce wooden crating was saved, enabling Goodyear to use the same boxes over and over.

Trained pilots, navigators, flight engineers, mechanics and other technical personnel, many of them with thousands of hours of airline experience, were plentiful two years ago when NATS was inaugurated. As the organization expanded it became obvious that a training program would have to be set up. This was solved through the Aviation Training Division, then under BuAer. A transitional training school was established at Fort Worth, Tex., operated by American Airlines. A similar school was set up later at Roanoke, Va., where prospective NATS pilots were instructed by Pennsylvania-Central Airlines captains.

Graduates are sent to NATS squadrons as co-pilots, and undergo many more months of intensive instruction before they can qualify as plane commanders. After hundreds of hours of experience in command of domestic and coastal services, pilots are transferred to squadrons operating the long, over-ocean routes with four-engine planes.

Flight engineers are instructed at the Naval Training School (Flight Mechanics), LaGuardia Field, New York, by competent Pan American engineers. Ground mechanics learn by practice and experience at the Navy-United Airlines Training Center, Oakland, Calif. Operation and maintenance of various types of radio equipment used in NATS planes is taught at the Air Transport Radiomen's School, Naval Air Station, Jacksonville, Fla. As in the case of pilots, training of other technical personnel is continuous after assignment to squadrons.

The flight orderly, an enlisted man assigned to each plane in transit, is trained to load properly and tie down cargo; to handle the paper work necessary in manifesting cargo and passengers for each flight; and to act as steward throughout the flight.

Besides rendering a vital service in the prosecution of the war, NATS will pass on to commercial airlines after the war the technical knowledge gained in millions of miles of operation. It has compiled operating manuals for both land and seaplanes, incorporating its findings.

I-WITNESS

Distrust of Jap trickery, plus some inherent caution, probably saved the lives of three Marine telephone trouble-shooters at Bougainville. They were sent out to repair a line from the front lines to an artillery unit's firing position. This is the way Corp. Byron J. Griffith of Lisbon, Ohio, tells it:

The lines led smack through the jungle. We started moving up the wire trail we'd cut through the brush. It was dark, but just ahead of us there was a small clearing. We figured the "short" on the line was a little ahead of us. Suddenly, we got a notion that the "conked out" wire might be a trap.

So instead of going to the "short," we brought the "short" to us. Sure enough, the wire had been snipped by the Japs, the insulation torn, and the bare ends twisted together to create a "short."

Just then, we heard a noise in the trees about 30 yards ahead. We looked in time to see a Jap sniper tumbling to the ground. He got away because we weren't carrying grenades. You can't see more than a few yards ahead of you on the ground. The smart Jap had cut the wire and put the ends in the clearing, lining us up for a sweet target when we came to repair it. When we didn't fall for it, he fell out of the tree trying to shift so he could get us. We fooled him.

BUREAU OF
NAVAL PERSONNEL
INFORMATION BULLETIN

This magazine is published for the information and interest of the Naval Service as a whole, but opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. Articles of general interest may be forwarded to the Editor.

MARCH 1944 NAVPERS-0 NUMBER 324

More Reason for Winning the War

There is no need to add editorial comment to the official report, printed on page 10, of the atrocities perpetrated by the Japanese against American prisoners of war. The facts can stand alone, and each reader will have his own reaction to them.

But, in light of these atrocities, there is a little more to be said on another subject, one which should be on our minds constantly: *winning the war*..

We have known all along that winning the war with Japan meant really *winning* it—decisively defeating the Japanese navy, carrying the battle to the Japanese mainland, achieving an unconditional surrender, taking from Japan all the territory it has been taking from others and plundering for decades, and moving in to guarantee that a Japanese threat will not arise again.

We have known all that because of Pearl Harbor, even if we didn't know it earlier—when Japan took Korea, for instance, or Manchuria, or when it brutally and ruthlessly attacked China, or even when it bombed the USS *Panay*.

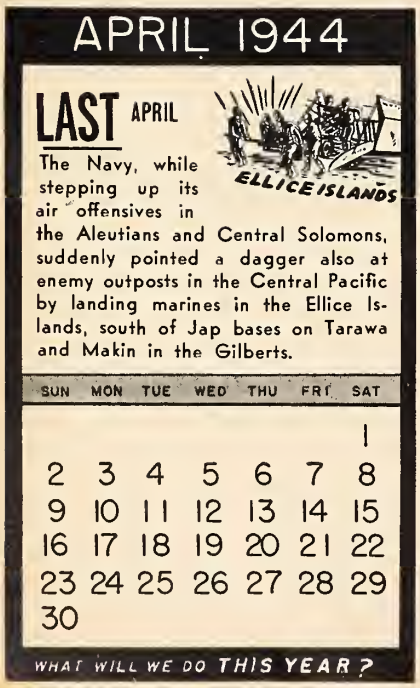
We knew it very strongly right after Pearl Harbor—but it has been a long, hard struggle since then until we could mount the attack and strike back to win.

But now that we *are* striking back, the determination that kept us going through the dark night might have been in danger of disappearing in the bright morning light of action. The practical plane of doing things has a way of crowding out even the reason which prompted it in the first place. It becomes mechanical, detached, cold, without a meaning except its own workings.

We *might* have come to take our war with Japan that way, just fighting to get it over with so we could come home to the ways of peace again.

MIGHT have—but now we won't. We know again why we are at war, what we are fighting for, why we *must* win.

That reminder, come to us in the shock of the atrocity revelations, will steel us to what it takes—the determination to attack—*attack*—*ATTACK*—all the way to Tokyo.



Quotes of the Month

• *Tojo:* "The enemy was able to move forward his bases partly because of material superiority and partly because he succeeded in cutting our sea lanes."

• *Churchill* (after second bout with pneumonia)*:* "I'm still too weak for painting but I'm strong enough to wage a war."

• *Admiral Nimitz:* "Advances in the Pacific need no longer wait on the war in Europe."

• *Gunnery Sgt. James M. McGee,* USMC: "I got lost on Bougainville and was awakened by a Jap bugler blowing reveille. I got right out of there."

• *Lt. James W. Dougherty,* USMC: "There's one advantage in dive bombing gunners who keep firing at you. They make better targets."

• *Comdr. J. J. Tunney:* "The morale is best in the front lines. Farther back, they gripe because they're not up front."

LETTERS
TO THE EDITOR

This column is open to unofficial communications from within the Naval Service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from the local commanding officer in all possible instances. Answers to correspondence addressed to the Editor will be through this column only.

TO THE EDITOR:

Has wearing of the amphibious forces' marking on the sleeve been authorized as yet?—J.B.L., CMM.

• *No.*—ED.

TO THE EDITOR:

It would appear from the answer to question 13 ("The Salute" article, INFORMATION BULLLETIN, January 1944) that officers of the U. S. Public Health Service are not entitled to the courtesy [of the salute] given officers in the Maritime Service.... There are many officers of the Public Health Service serving with the Coast Guard and other branches of the armed forces. It is therefore believed that your statement... is in error and should be corrected.—T. R. D., USPHS.

TO THE EDITOR:

An Act of Congress (1 July 1902) stated that "it is ordered that hereafter in times of threatened or actual war, the Public Health Service shall constitute a part of the military forces of the United States." More recently, Public Law 184 (11 November 1943) gives military status to commissioned officers of the Public Health Service, regular and reserve, during time of war. Our corps served as the medical department of the Navy for several years subsequent to 1798 until the Navy established a medical corps of its own. It has been an almost universal custom that Army, Navy, Coast Guard and Public Health Service officers mutually salute each other.—H. E. T., USPHS.

• *To law and honored custom, the* INFORMATION BULLETIN *gladly bows. Unfortunately, Navy Regulations, which specify to whom salutes and other marks of respect shall be extended, do not include the U. S. Public Health Service. However, by public law,* USPHS *does have military status during time of war and its officers are entitled to the courtesy of the salute. To Public Health Service officers, thanks for setting the record straight.*—ED.

TO THE EDITOR:

In the November issue of the BULLETIN, page 70, I noticed the explanation of the electrician's mate rating. It has puzzled me for some time, and here is my version of its meaning. The first thing we were taught at school about electricity was that it ties in with magnetism, and since magnetism emanates from the earth and travels from pole to pole, and an electric current sets up definite polarity, I would

(*Continued on page 58*)



21 January—20 February

1. On 21 Jan.—Red Army lifts siege of Leningrad.
2. 21 Jan.-20 Feb.—British and U. S. bombers incessantly blast Nazi Europe and invasion coast; climaxed 20 Feb. by 2,000-plane raids that knocked out one-fourth of Nazi fighter plane production.
3. On 22 Jan.—Allies land south of Rome.
4. On 25 Jan.—Eighty-three Jap planes, numerous ships destroyed by Allied raid on Rabaul.
5. On 31 Jan.—Combined U. S. forces invade Kwajalein.
6. On 3 Feb.—Navy surface force shells Paramushiru.
7. On 4 Feb.—Navy announces sinking three German blockade runners in South Atlantic.
8. On 7 Feb.—Russian bombers raid Helsinki.
9. On 10 Feb.—Australian and U. S. troops join on Huon Peninsula, isolating last Japs there.
10. On 14 Feb.—Allies occupy Green Islands.
11. On 15-16 Feb.—Allied bombers sink 15 ships in Jap convoy from Truk.
12. On 16 Feb.—Navy carrier bombers raid Ponape.
13. On 16-17 Feb. (W. Long. dates)—Strong Navy task forces attack Truk.
14. On 17 Feb.—Red Army completes "liquidation" of 10 trapped Nazi divisions in Ukraine.
15. On 17 Feb. (W. Long. date)—U. S. forces land on Eniwetok in western Marshalls.
16. On 18 Feb.—Allied warships shell Rabaul.

THE MONTH'S NEWS

(Period of 21 January through 20 February)

Fall of Marshalls, Raid on Truk Highlight a Month of Grave Reverses for Japs, Nazis

The War

Three months ago Americans were locked in bloody hand-to-hand combat with confident Japanese in the Gilbert Islands. As last month drew to a close, our forces had pulverized the Marshall Islands, had captured the largest of those atolls—Kwajalein— and invaded the one farthest west—Eniwetok—and powerful U. S. Navy task forces were making the first assault on the great ocean bastion of the enemy at Truk (story on page 2). Twenty-six months after the Japs thought they had permanently flattened our fleet at Pearl Harbor, we were grimly reaching for the first rung in the 2,100-mile "ladder" of islands which climbs straight to Tokyo.

In the South Pacific, General MacArthur announced that the Solomon Islands campaign was "strategically completed" with the occupation of the north end of the archipelago and the neutralization of battered Rabaul. In Italy we established a beachhead just below Rome, withstood ferocious counterattacks of the surprised Nazis and, as the month ended, were reinforcing and hitting back. In Burma, Chinese troops penetrated 60 miles to seize an important valley. In Russia, the Red Army continued a series of separated drives and reported inflicting the greatest single disaster on the German army since Stalingrad. In the "Battle of the Atlantic," the Allies won another round.

After months of careful planning and weeks of detailed preparation "the greatest fleet the world has ever seen" bore down on the Marshalls in the closing hours of January (story on page 5). Striking deep inside the two chains of atolls, the greatest naval bombardment in history tore apart the defenses. The Japanese had had 30 years to prepare. It took us exactly one week to blast them out of all-important key positions.

Meanwhile, there were further dis-

tractions for Tojo even while the Marshalls assault was in operation. First our planes and then, on 3 February, a surface force raided Paramushiru and Shimushiru bases in the Kurile Islands, which stretch from the Japanese homeland north toward the Aleutians.

Then 10 days after we anchored units of our vast fleet in Kwajalein harbor, our carrier-based planes made their first strike at Ponape, in the Carolines, 414 miles from Truk. The next day, 17 February, Admiral Nimitz announced that "powerful naval task forces" had begun the assault on Truk. The results—19 Japanese vessels sunk, 201 enemy planes destroyed—he called "a partial settlement" for Pearl Harbor.

From the south, another spearhead was inching its sharp point in the direction of Truk. On 15 February, New Zealand and American troops landed and occupied the Green Islands and the northern end of the Solomons archipelago. This isolated approximately 20,000 Japanese, said General MacArthur, "assuring their death by starvation and disease." How securely these enemy troops were pocketed was proven a day later when 15 ships of a convoy attempting to supply them were destroyed by reconnaissance and patrol planes.

The landings followed by five days the final contact of American and Australian soldiers who sliced through the Huon Peninsula, met, and turned on Madang. A total of 14,000 Japanese had been killed or had died of starvation in this campaign.

Meanwhile, Allied tanks appeared in Burma and British submarines appeared in the South Pacific. One submarine sank a Jap cruiser of the *Kuma* class and three large cargo ships. Our own subs were busy, also, continuing to cripple Jap shipping with a total of 26 merchant ships sent to the bottom. An air raid on Rabaul, 25 January, bagged 83 Jap planes and "numerous ships." In all, our forces shot down or destroyed a total of 400 Jap planes during January and carpeted Rabaul harbor with wrecked vessels. On 9 February our air patrols reported that virtually all Jap warships had fled Rabaul, where nine days later great fires were set and shore batteries silenced by the first bombardment of the fortress by Allied warships.

On 22 January, Americans and British seized a beachhead at Nettuno, Italy, and pushed within 20 miles of Rome before the flabbergasted Nazis could bring up reserves for one of the bitterest battles of the Italian campaign. Simultaneously, the Allies struck hard at Cassino, striving to push through and form contact with the Nettuno forces.

On 4 February, the long-awaited German counterattack developed below Rome. With it arrived a hurricane and storms which made supply and reinforcement of our troops temporarily impossible. For several days the situation was tense and serious. Then the Allies were able to turn loose an overwhelming air force against the Nazi attackers. On 20 February the tide turned, and the Allies reclaimed the initiative.

At Cassino, the Nazis fortified the ancient Benedictine monastery at Mount Cassino in violation of international rules. Perched high above the battle site, the 1,415-year-old monastery provided a deadly artillery and observation advantage. On 15 February 40 Allied heavy bombers blasted it to a rubble. Civilians and monks were first warned and given time to evacuate.

In England, the month was another session of incessant blasting and burning of "Fortress Europe" cities and industrial centers. At the same time,



Official U. S. Navy photograph

TORPEDO WAKE . . . AND HIT: Towering plumes of white water shoot up from the stern of a Japanese light cruiser struck by a torpedo from a U. S. carrier plane during a pre-invasion attack on Kwajalein. The torpedo's wake is indicated by Arrow No. 1; the wake of another, which missed, can still be seen at upper right (Arrow No. 2). The reason for the explosion and the track of the hitting torpedo being on opposite sides is your own guess.

It's Col. Streeter, Capt. Stratton Now

Directors of the Marine Corps Women's Reserve and the Coast Guard Women's Reserve were promoted on 1 February to the highest rank authorized for them by Congress. Lt. Col. Ruth Cheney Streeter was raised to colonel, and Comdr. Dorothy C. Stratton was made captain.

Colonel Streeter, before becoming director of the Marine Corps Women's Reserve, was a commercial air pilot and active in health and welfare work in New Jersey. She has three sons in the armed forces.

Captain Stratton took leave of absence as dean of women at Purdue University to join the Navy Women's Reserve, and later became director of the Coast Guard Women's Reserve.



Official U. S. Coast Guard photograph

Colonel Ruth Cheney Streeter (left) and Captain Dorothy C. Stratton exchange congratulations following their promotions.

CASUALTY FIGURES

Casualties among naval personnel through 20 February totaled 39,982. The totals since 7 December 1941:

	Dead	*Wounded*	*Missing*	*Prisoners*	*Total*
U. S. Navy.....	12,650	3,432	8,582	2,469	27,133
U. S. Marine Corps....	3,674	5,951	834	1,948	12,407
U. S. Coast Guard.....	319	78	44	1	442
Total	16,643	9,461	9,460	4,418	39,982

* A number of personnel now carried in the missing status undoubtedly are prisoners of war not yet officially reported as such.

separate air units ripped and tore at the coastal defenses and key points along the invasion wall. So vicious was this bombing that the Germans evacuated 25-mile-deep stretches along the Pas-de-Calais coast. Raids by 2,000 U. S. heavy bombers and escorting fighters on eight Luftwaffe production centers on 20 February knocked out a fourth of Nazi fighter plane output.

On 17 February, General Eisenhower inspected the armies training for the invasion in England. "If you fight like you train," the general told them, "God help the Nazis."

Gen. Eisenhower's opponent, Field Marshal Gen. Karl von Rundstedt, also had something to say:

"There will be no evasion and no withdrawal in my theater. The coast and its deeply echeloned fortifications will be defended to the last. Behind the coastal forts a system of field fortifications and strong points has been built, including large-scale mining of the ground, flooding arrangements for swamping and anti-tank walls and traps more effective than the Maginot Line. Water obstacles against enemy landings and broad minefields on the beach will create obstacles for any attack even before the enemy can get a foothold. We have taken secret measures against air-borne landings."

There was little in Von Runstedt's grim warning, Allied leaders intimated, that they didn't expect and hadn't prepared to overcome.

Within Europe there was tension for the Nazis, also. After two bombings of Helsinki, the Finns and the Russians were reported holding secret peace meetings. Although there were still 120,000 Nazi troops in Finland, observers were confident that the Russians and Finns could find some mutually profitable agreement.

In day-long short-wave broadcasts early in February, French underground leaders received instructions from Britain on their role when invasion day arrives. The Vichy government threatened Frenchmen who, it admitted, have obtained arms, munitions and supplies dropped by Allied planes at remote, prearranged spots. Late in January the Nazis evacuated Helgoland, North Sea island fortress of World War I, and were reported sponsoring mass arrests and deportation of Norwegians preparatory to turning that captive country over to the Quislings and the Gestapo.

The month's score in the "battle of the Atlantic"—Allies 3, Nazis 1.

The first Allied sea victory came when a large and important convoy successfully fought off a determined four-day attack by submarine wolf packs and enemy planes (see communique of 22 January, page 42). It was the first time in which the glider bombers, submarines and Nazi rocket planes had coordinated in an attack on a convoy. Our plane escorts and surface sub-fighters broke up one attack after another and the Nazis could never form for a concerted assault. Their losses were serious.

The Navy also announced that "early in January" the USS *Omaha*, USS *Jouett* and USS *Somers* caught three German blockade runners in the South Atlantic. The runners were loaded with rubber, tin, fats, oil and other cargoes from Japan. One was sunk by gunfire; two others were scuttled when hit.

American patrol planes also got two U-boats in the South Atlantic, one near Ascension Island. The total submarine bag now shared by America and Brazil in that area is 18.

Recently, however, a heavily loaded Allied troop transport was sunk "in European waters." More than 1,000 lives were lost, many of them American. Another 1,000 were saved. It was the first time a loaded transport had been sunk in the European theater.

The Red Army lifted the two-and-a-half year siege of Leningrad on 21 January, driving back the Nazis and capturing thousands of prisoners. Five days later these Red units were striking toward Estonia, and on 2 February they crossed the Estonian border. Early in February, five Nazi divisions were trapped in a Red advance northeast of Krivoi Rog and four infantry divisions and three tank divisions crushed near Apostolvo. Another Red column advanced in mid-February almost to Pskov. On 18 February Marshall Stalin announced that the Red Army had "liquidated" 10 divisions and one brigade of the 8th German Army, surrounded near Korsun, after a 14-day battle in which 52,000 Germans were killed and 11,000 surrendered.



Official U. S. Marine Corps photograph

COMMENDED: Jack, a Belgian Shepherd who was wounded in action, is one of six Marine dogs recently commended for outstanding performance of duty against the enemy on Bougainville.



Official U. S. Navy photograph

CAPTURED: These are German Merchant Marine officers captured after three Nazi blockade runners were sunk by U. S. warships in the South Atlantic. (See communique of 4 February, page 44).



Official U. S. Navy photograph

Allied armada stretches as far as the eye can see during landings below Rome to flank Nazis in Italy.

Navy News

• The USS *Missouri*, probably the largest and most powerful of the world's battleships, slid down the ways 29 January at the Brooklyn Navy Yard. She will displace 52,000 tons when completed, and will cost in excess of $100,000,000. When the *Missouri* and her sister ship, the *Wisconsin*, launched in December, are completed later this year, the U. S. will have 23 battleships in commission, considerably more than any other nation.

• Chiefs of three Navy bureaus were promoted from rear admiral to vice



admiral last month. They are Vice Admiral Randall Jacobs, USN, Chief of Naval Personnel; Vice Admiral Ross T. McIntire (MC), USN, Surgeon General of the Navy and Chief of the Bureau of Medicine and Surgery, and Vice Admiral Ben Moreell (CEC), USN, Chief of the Bureau of Yards and Docks.

• The U. S. destroyer *Wainwright* and the British destroyer *Calpe* cooperated recently to destroy a German U-boat in the Mediterranean after Allied aircraft had shadowed the sub for 36 hours. The *Calpe* made a sound contact at 0816, and at 1447 the U-boat surfaced under the unremitting depth-charge attacks of both destroyers. After a short surface engagement the American destroyer planned to ram the sub, but abandoned this when it became apparent the craft was doomed. Comdr. Walter W. Strohbehn, USN, commanding officer of the *Wainwright*, said in his official report that it was "a pleasure to work with" the British warship.

• The Navy's "Terrible Twins"— the fighter planes Corsair and Hellcat— improved their ratio of destroying five Jap planes for every American plane lost during 1943. The box score: 884 Jap planes destroyed, 170 American fighter planes lost.

The Corsairs, operating from land bases, with Marine flyers as pilots in most cases, accounted for 584 Jap planes, while losing 108. Hellcats, which did not make their debut until the Marcus Island raid on 1 September, destroyed 300 enemy craft and lost 62. The Hellcats have been used from carriers with Navy pilots at the controls.

Figures on enemy planes destroyed by the "Terrible Twins" tell only part of the story. In almost every action of the current Pacific campaign, these six-gun, 400-mile-an-hour fighters have strafed and devastated barracks, fuel and supply dumps, troop concentrations, radio stations, troop and supply barges, etc.

• To preserve fresh fruits, vegetables and meat overseas, the Navy has installed 5,000 000 cubic feet of mechanical refrigeration. The Bureau of Yards and Docks has designed a special 150-cubic-foot electric refrigerator which is used at new bases. Others with capacities up to 6,800 cubic feet are used at larger bases. Because batteries left outside in humid, hot climates deteriorate rapidly, the refrigerators are sometimes used for storing certain types of batteries.

• The popular belief that Japanese soldiers live on a diet of rice and dried fish is refuted by the Naval Medical Research Institute, after a study of foods and rations captured at Kiska. It was found that the Japs issued rice and enriched flour of excellent quality, nutritionally efficient dehydrated food, peas, beef stew, condensed milk—and even candy. Vitamin pills or concentrates used by the Japs appeared to be of good quality.

• Vice Admiral John H. Towers, USN, last month relieved Vice Admiral John H. Newton, USN, as Deputy Commander-in-Chief of the Pacific Ocean Areas, and will serve under Admiral Chester W. Nimitz, USN, Commander of the Pacific Fleet. Admiral Newton will be deputy to Admiral William F. Halsey, Jr., USN, Commander of the South Pacific Forces. Admiral Towers has, for the past year and a half been responsible for the training and administration of all naval aviation in the Pacific.

• To man the rapidly expanding fleet, the Navy is planning to draw on several sources to obtain the necessary experienced officers for amphibious craft, cargo transports and destroyer escorts. A larger number of experienced enlisted personnel will be commissioned; graduation and commissioning of Naval Reserve Officer Training Corps students will be advanced; officers training groups may be speeded up; and more general service officers will be commissioned from civilian life. There were 219,279 regular and reserve officers in the Navy on 31 December, and the peak has not yet been reached in ships or men.

• War bond sales to Navy civilian and uniformed personnel in January totaled $30,070,575, nearly twice the sales of January, 1943, and approximately 11 times the sales of January, 1942. During last January, 92% of the Navy's civilian employes participated in the payroll savings plan, and invested 13.3% of their gross pay in bonds.



—A.P. photograph

Left to right are Representative Carl Vinson of Georgia, chairman of the House Naval Affairs Committee; Admiral Ernest J. King, Cominch; Lt. General Alexander A. Vandergrift, Commandant of the Marine Corps; and Representative Margaret Chase Smith of Maine, only woman member of the Naval Affairs Committee, as they attended the unveiling last month of a portrait of Rep. Vinson (below) in the House Office Building in recognition of the Congressman's 27 years' service on the Naval Affairs Committee.



• The Navy Department has no plans to discontinue the V-12 college program, it was announced last month in response to a number of inquiries concerning reports the program would be terminated.

"The U. S. Navy is still expanding," the announcement said. "The urgent need for technically trained young officers continues, and the colleges and universities participating in the V-12 program are doing a splendid job of producing such officers. While changing wartime conditions may, from time to time, necessitate revision in the quotas for the program in order to conform with the needs of the service, the Navy does not contemplate discontinuance of the program."

• Vice Admiral William E. Reynolds, USCG (Ret), former commandant of the U. S. Coast Guard and the first member of the Coast Guard to attain flag rank, died recently at the age of 84. Admiral Reynolds fought in the Spanish-American War and World War I. On 12 August 1881 he planted the American flag on Wrangell Island in the Arctic Ocean and claimed it for the U. S.

• Representatives of management and labor engaged in building the Navy's huge amphibious fleet turned out recently on a cold, bleak morning before dawn at Solomons, Md., to witness a full-dress rehearsal of landing operations. Executing a simulated attack upon a hostile shore, landing craft of various types rushed to the beaches. Wave after wave came in, discharging their cargoes of men, jeeps, trucks, bulldozers and other paraphernalia of war. Planes dived on the incoming forces and simulated strafing of the beaches. The show was staged by the Navy's Industrial Incentive Division, headed by Rear Admiral Clark H. Woodward, USN, to stress the importance of increased landing-craft production to fulfill 1944 invasion plans.

• Attractively designed plastic pins are being distributed to all civilians employed one month or more by the Navy Department within the continental U. S. and in Hawaii. The pins were developed in response to widespread demands by commandants, commanding officers and civilian employes of the Navy's shore establishments for some recognition of this character. This emblem is the first step in a program which will include recognition awards to civilian employes who perform outstanding or meritorious service to the Navy.



• Thirty thousand tons of waste paper were collected by the Navy during 1943 and sold for $360,000, and this record will be stepped up at least 50% during 1944, according to Rear Admiral William B. Young (SC), USN, BuS&A chief. With 2,160,000 officers and men now in the Navy, the collection averaged about 30 pounds per capita. Navy yards at Norfolk and Charleston now have balers, bins for segregation of various classes of paper, storehouses and loading platforms. The only paper burned by the Navy is that containing secret, confidential or restricted information.

• Col. William P. T. Hill, USMC, was promoted to brigadier general and appointed Quartermaster of the Marine Corps in brief ceremonies 1 February. General Hill, 48 years old, is a veteran of 26 years of commissioned service in the Marine Corps, including service in the Azores, Alaska, China and Haiti. He succeeds Maj Gen. Seth Williams, USMC, who has been retired from active duty.



Associated Press Wirephoto

UP FROM THE GRAVE: The USS Oklahoma, righted and refloated After having been capsized and sunk by the Japanese in their attack on Pearl Harbor on 7 December 1941, is shown in drydock there for further repairs.

Home Front

The new "streamlined" system of induction into the armed services was inaugurated last month. "Screening" is eliminated, 1-A men can report for induction at any time. Unless then placed in 4-F, they are accepted and start an immediate 21-day furlough with no subsequent furloughs until earned. Men will be sworn in at camps, not induction centers. Japanese-Americans will be conscripted but may ask to serve elsewhere than the Pacific. Heretofore, they have been taken as volunteers only.

* * *

The Fourth War Loan drive closed 15 February with a $14,000,000,000 quota oversubscribed by $191,000,000

* * *

While Americans were still shocked by the story of Japanese atrocities to prisoners of Bataan (page 10), the SS *Gripsholm* sailed 15 February to repatriate Americans and South Americans imprisoned in France and Germany. The exchange of prisoners will be effected in Portugal.

* * *

The War Production Board revealed late in January that construction of 568 Navy ships set a new record in 1943. The 1944 goal is almost 50% higher. Last year's ships included two 45,000-ton battleships, 11 cruisers, 15 carriers, 50 carrier escorts, 128 destroyers, 306 DEs and 56 submarines.

* * *

As the training season neared, many big-league baseball owners and managers believed the game would never get through the coming season. The new draft classifications continued to cripple rosters. There was some doubt that all cities could field teams. St. Louis, always overburdened with young talent, has one rookie pitcher on its 1944 roster. Lt. Gen. Brehon Somervell stated that nearly 70% of the major league players are in the services and that 1,500,000 kids from sandlot teams have proven themselves good soldiers.

* * *

For the first time since the great strikes of 1919-20, New York City had to open emergency coal centers. Chilled customers bought 50 and 100 pounds at a time and lugged the coal home themselves.

* * *

USO-Camp Shows were gradually disbanding and contracting their American camp recruits, which wrote a new chapter in the history of show business. USO officials explained that major efforts are now being directed to bigger and better shows to be sent to the fighting fronts and advanced bases.

THE WAR AT SEA

Official Reports: 21 January Through 20 February

United States Navy Communiques and Pertinent Excerpts of Other Reports

United States Navy communiques and press releases are separated by dashes from excerpts of other communiques. All dates East Longitude unless otherwise indicated.

21 JANUARY

Navy Department Communique No. 497

Pacific and Far East

1. United States submarines have reported the sinking of 12 enemy vessels in operations in these waters as follows:

Sunk: One large tanker, one medium cargo transport, one small transport, seven medium freighters and two small freighters.

2. These actions have not been announced in any previous Navy Department communique.

U. S. Pacific Fleet Press Release

Wotje was raided on the afternoon of 20 January (West Longitude date) by Liberators of the 7th Army Air Force. We lost one plane.

Ventura search planes of Fleet Air Wing 2 made a low-altitude attack on Emidj and Tmiet Islands during the morning of 20 January. One of our planes was shot down by antiaircraft fire.

A Navy search Liberator of Fleet Air Wing 2 damaged an enemy cargo transport near Maloelap on 19 January.

LONDON, *Admiralty*—One of His Majesty's submarines operating under the command of the Eastern Fleet has destroyed a Japanese cruiser of the *Kuma* class in the northern approaches to Malacca Strait and also sunk three large Japanese supply ships. The cruiser was sighted in company of a destroyer. Two hits were observed on the cruiser, which sank. The enemy destroyer's counter-attack was ineffective.

LONDON, *Air Ministry*—In the Channel last night an RCAF squadron attacked two enemy destroyers, one of which was hit and left afire.

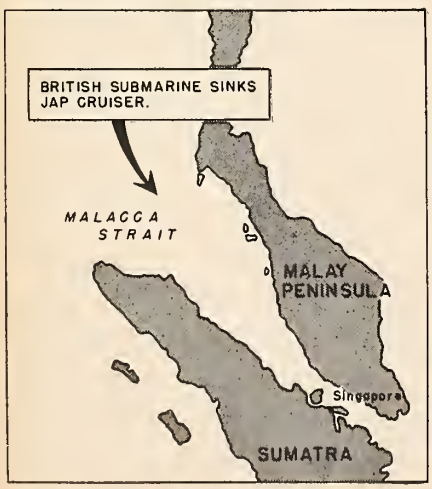
ALGIERS, *Navy*—British destroyers bombarded enemy shore positions in support of the 5th Army's assault on the Garigliano River . . . In the Adriatic, our destroyers shelled Vela Luku.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—*Amboina:* Our heavy units at midday bombed the wharf area, seaplane base and shipping in the harbor, dropping 45 tons of bombs . . . *New Ireland:* Our air patrols strafed and bombed shipping off Cape Matanalem . . . *Wewak:* Our air patrols damaged a 1,000-ton freighter . . . *Madang:* Our light naval units sank four troop-laden barges off Cape Croisilles.

22 JANUARY

Navy Department Communique No. 498

1. On 21 January 1944 two groups of Navy bombers based in the Aleutians bombed Paramushiru Island.



See communique of 21 January.

a. The first group attacked enemy installations on the southern coast of the island at midnight. Antiaircraft fire was encountered and one enemy fighter ineffectively engaged our planes. All planes of this group returned without damage.

b. The second group, three hours later, bombed enemy installations in the northern part of Paramushiru. No enemy planes were encountered by this group and all U. S. aircraft returned safely.

U. S. Pacific Fleet Press Release

Seventh Army Air Force planes struck three atolls in the Marshall Islands 21 January (West Longitude date).

In the early morning, heavy bombers attacked shore installations of Roi and Kwajalein Islands in the Kwajalein Atoll. At midday, Mille was attacked by low-flying Mitchell bombers which bombed and strafed airfield installations, gun emplacements and living spaces and damaged one plane grounded.

Tmiet and Emidj Island, in the Jaluit group, were raided in the forenoon by Dauntless bombers. Shore facilities were bombed and strafed and three small vessels were damaged. No fighter opposition was encountered on all these missions and all our planes returned safely.

ALGIERS, *Navy*—A united British, U. S. and Greek navy carried out the successful landing of British and American troops on the west coast of Italy this morning. The warships which escorted the force are, with additional Netherlands and French vessels, supporting the operation with gunfire. Rear Admiral Frank J. Lowry, USN, is in command of the naval forces. Rear Admiral Thomas Hope Troubridge, of the British Navy, commands that part of the forces which landed British troops.

LONDON, *Admiralty and Air Ministry*—Attempts by strong forces of U-boats and, later, long-range enemy aircraft armed with glider bombers to launch major attacks on an important Atlantic convoy some weeks ago was decisively defeated by His Majesty's escort ships in cooperation with aircraft of the Coastal Command and the U. S. Navy.

During the whole period of the convoy's passage, a close escort was provided day and night by surface forces of the Royal Navy and the Royal Canadian Navy and by Catalina and Ventura aircraft of the U. S. Navy, Hudson and Fortress aircraft of the Coastal Command operating from Gibraltar and the Azores and Liberator and Sunderland aircraft of the Coastal Command home bases.

In a series of engagements which lasted four days, His Majesty's ships destroyed at least one U-boat, probably sank another and damaged several others. In addition to these successes, one U-boat was probably destroyed and another believed to have been damaged by Leigh-Light aircraft of the Coastal Command.

A number of aircraft were shot down into the sea by aircraft which operated in wide areas around the convoy, and some others were so badly damaged that they were unlikely to reach their bases. All efforts by the enemy to launch a concentrated attack were completely frustrated.

The convoy was northbound for the United Kingdom about 250 miles west-southwest of Cape St. Vincent when hostile aircraft were observed at intervals making use of cloud cover to shadow the ships. The enemy planes remained outside range of the ship's guns but were driven off by aircraft of the Coastal Command.

Hudsons operating from Gibraltar and Fortresses operating from the Azores provided close escort and carried wide antisubmarine sweeps around the convoy during passage through the Bay of Biscay and approaches. Liberators, Sunderlands and Beaufighters maintained almost constant patrols and engaged enemy aircraft as they set out from their bases.

Action was first joined with the enemy about midway between the Azores and the coast of Portugal, when a U-boat was attacked by Leigh-Light aircraft. Results could not be observed. Several hours later a frigate attacked a U-boat in the vicinity and soon an oil patch rose to the surface. The submarine was believed to have been damaged.

Within three hours, another submarine was sighted on the surface and two sloops attacked. They soon discovered two other U-boats. Both dived when illuminated.

Before daybreak the following morning a Leigh-Light spotted another U-boat, illuminated it and attacked with depth charges, which straddled the enemy amidships. Meanwhile, further surface escorts were ordered to join the convoy. They came upon two U-boats. Two corvettes attacked them. Later, 17 survivors were picked up and made prisoners. During the remaining hours, two further attempts were made to pierce the protective screen of the convoy. Both were intercepted and driven off.

With dawn, the convoy reached the effective range of aircraft operating from the United Kingdom. But when darkness fell it was estimated that about 15 U-boats were attempting to move into attacking positions.

A frigate attacked the first of this enemy force and blew a U-boat to the surface with depth charges. It was visible for a few minutes and then disappeared, leaving a large pool of oil. Later that night quantities of oil were brought to the surface during another attack made on another U-boat.

Further U-boats were attacked by other ships of the escort and by Liberators. Results could not be fully observed.

By this time the constant attacks of our forces apparently were having a discouraging effect on the enemy. The U-boats withdrew. But the prolonged battle was not yet over.

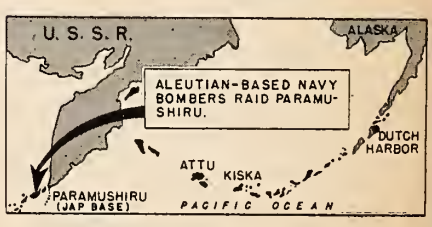
The enemy attempted strong attacks on the convoy with large forces of bomber aircraft based in France. The convoy was in a position about 600 miles west of Ushant when a frigate sighted a FW-200 approaching. The frigate opened fire, scoring several hits on the plane which made off with thick black smoke trailing from the port engine.

Shortly after, about 15 enemy planes converged on the convoy and were driven off by ships' guns and planes of the Coastal Command. Despite intensed defensive fire, the enemy pressed home attacks with glider bombs. The battle continued with little respite as fresh planes joined the enemy. At the height of the action the escort was strengthened by the arrival of the anti-aircraft cruiser, HMS *Prince Robert*, which also engaged the enemy.

Meanwhile, aircraft of the coastal command were engaging the enemy planes. One RCAF Sunderland sighted seven Focke-Wulf aircraft. A few minutes later a Sunderland damaged a Heinkel 177 and broke off two FW's, damaging one.

Nearby a Liberator intercepted a Heinkel 177 which took to cloud cover. Within 35 minutes this Liberator had separate combats with four Heinkels attempting to launch glider bombs against the convoy. These battles were engaged in despite the fact that the Liberator was endangered by antiaircraft fire from the ships. Two of the enemy aircraft were believed destroyed, hits obtained on a third, and the fourth jettisoned its bombs in order to escape.

From the first sighting until the time the



See communiques of 22 and 23 January.

enemy was finally driven off, the action lasted nearly two and a half hours. During this time only two ships of the convoy sustained any damage. Several attempts were made to attack the escorting ships, but without success.

During the following day a Liberator on close escort engaged a Blohm and Voss 222 aircraft which attempted to close with the convoy. With the enemy finally beaten off, the convoy, closely protected by ships and planes, proceeded without further incident.

23 JANUARY

Navy Department Communique No. 499

1. On the morning of 23 January two groups of Navy bombers bombed enemy installations on the south and west coasts of Paramushiru Island. Antiaircraft fire was encountered but no enemy planes were met. All U. S. planes returned without damage.

ADVANCED ALLIED HEADQUARTERS IN ITALY—In a large scale amphibious operation in which British and American forces were landed south of Rome, a substantial beachhead was seized. This has been widened and deepened. The thrust seriously threatens enemy lines of communications leading south and east to the main battle lines.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—*Timor:* Our long-range fighters destroyed three coastal vessels . . . *Admiralty Islands:* Medium units left a 2,500-ton freighter burning and listing, destroyed a patrol vessel and three barges . . . *New Britain:* Five barges were destroyed at Cape Hoskins . . . *Hansa Bay:* Our fighters blew up a 1,000-ton enemy vessel loaded with fuel.

24 JANUARY

U. S. Pacific Fleet Press Release

Planes of the 7th Air Force and Fleet Air Wing 2 carried out attacks on six atolls in the Marshall Islands during 22 and 23 January (West Longitude time).

Army medium bombers at midday on 22 January raided Wotje Atoll and Kaven Island in Maloelap Atoll. At Wotje a cargo ship and a small oiler were damaged and airdrome installations were bombed and strafed. There was no fighter opposition and all our planes returned safely. At Kaven bombing and strafing attacks were made on ground installations. Of 25 enemy fighters which intercepted, two were shot down and a third crippled. Our losses were small.

In the afternoon of 22 January, Emidj Island in the Jaluit Atoll was attacked by Liberators and Navy search Venturas. Bomb hits were scored on installations at the seaplane base and in the cantonment. No enemy fighter planes were encountered and all our planes returned safely.

In the evening of 22 January, Army heavy bombers struck Mille Atoll and Roi Island in the Kwajalein Atoll. At Roi airfield facilities were bombed and several grounded bombers were damaged. More than a dozen fighters attacked our planes. Our gunners shot down one and possibly destroyed four others.

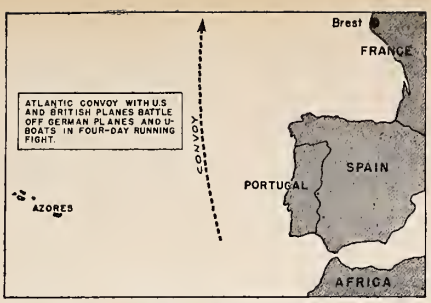
In addition, three enemy planes were damaged. We suffered no losses. At Mille, bombs were dropped on the cantonment area. No fighter or antiaircraft opposition was encountered.

Navy search planes attacking Ailinglapalap Atoll on 22 January bombed two small vessels, one of which apparently had been beached, and returned to their base without loss. On 23 January Navy search planes attacked a small convoy near Kwajalein, bombing and severely damaging a large cargo ship. We suffered no losses.

At midday on 23 January two groups of Army Mitchell bombers raided Taroa, in the Maloelap Atoll, bombing and machine gunning airdrome facilities and strafing a number of small craft. Approximately 25 enemy fighters attacked each group of bombers. Three fighters were shot down, two more believed shot down, and four were damaged. Damage to our planes was slight. All planes returned to their bases.

ADVANCE ALLIED HEADQUARTERS IN ITALY—American and British troops and supplies are pouring steadily into the beachhead they have established south of Rome. Effective enemy opposition has not developed in this sector.

CAIRO, *Middle East Air*—RAF attacks against enemy shipping continue. Since 16 January three sailing ships have been sunk



See communique of 22 January.

in the Aegean and others left afire and still others severely damaged.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—*Kavieng:* Our night air patrols bombed and severely damaged a 7,000-ton enemy freighter . . . *Uligan:* Our night patrols strafed and damaged a number of barges . . . *Rai Coast:* Three barges were destroyed by our air patrols.

BERLIN, *Nazi broadcast*—"German torpedo planes and fighters attacked warships of the enemy landing fleet south of Rome. One destroyer was sunk for certain and another probably sunk. Hits were scored on a cruiser, another small naval unit and a landing vessel of 2,500 tons . . . A submarine chaser destroyed its tenth enemy submarine in the Mediterranean."

25 JANUARY

U. S. Pacific Fleet Press Release

Heavy bombers of the 7th Army Air Force attacked Wotje Atoll in the Marshall Islands at dusk 23 January (West Longitude date). Approximately 50 tons of bombs were dropped. No fighter opposition was met and all our planes returned safely.

CHUNGKING, *14th U. S. Air Force*—Mitchells of the Chinese-American Wing, on a sea sweep off the southeast China coast, attacked a Japanese convoy of seven merchant ships. One 5,600-ton freighter was seriously damaged and probably sunk.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—*Admiralty Islands:* Three cargo ships of 1,000-tons were set afire and two others severely damaged. Several barges and harbor craft were destroyed . . . *Rabaul:* A cargo vessel in Matupi Harbor was fired by strafing . . . *Hansa Bay:* A number of barges along the shore were destroyed.

26 JANUARY

U. S. Pacific Fleet Press Release

Seventh Army Air Force and Fleet Air Wing 2 aircraft attacked four Marshall Island atolls on 24 January (West Longitude date). Three atolls were raided twice during the day.

Army fighters and dive bombers made a low-altitude attack on Mille, striking shore installations with bombs and machine-gun fire. No enemy fighters were encountered and we lost no aircraft. A small-scale attack was made on Mille in the evening. We suffered no losses.

Wotje was attacked by Army Mitchell bombers in the afternoon, with bomb hits on gun emplacements, installations and living quarters. All planes returned to their bases. There was no enemy fighter opposition. A small-scale heavy bomber attack was also made on Wotje in the evening, with no fighter opposition and no losses by our forces.

Army medium bombers attacked Taroa, in the Maloelap Atoll, bombing airdome facilities and destroying one plane on the ground. A total of 30 enemy fighters was encountered of which one was shot down. All our planes escaped.

Army heavy bombers raided Taroa in the evening, dropping over 20 tons of bombs on shore installations. This time there was no fighter opposition, and none of our planes was lost.

A Navy search Liberator encountered three small enemy airships with air cover of five fighters near Ailinglapalap and shot down three of the fighters.

CHUNGKING, *14th U. S. Air Force*—Mitchell bombers of the Chinese-American Wing on 24 January attacked a Japanese convoy on the east China coast, sinking one 1,700-ton passenger-cargo vessel, two 2,200-ton freighters, one 2,700-ton passenger-cargo vessel and one 1,100-ton cargo boat. They also damaged one 2,700-ton vessel and attacked and shot down a Japanese seaplane. Other Mitchells on a sweep between Hong Kong and Nampang Island sank another 2,700-ton vessel. All our planes returned safely.

ALGIERS, *United Nations*—It can be officially announced that German raiders sank a hospital ship and attacked two others.

The ships were well outside the invasion zone near Nettuna, Italy. They were lighted and carried official markings, as laid down by the Geneva International Code. It is believed that comparatively few lives were lost. The survivors paid tribute to the rescue efforts of the Allied naval forces.

LONDON, *Admiralty*—The Admiralty regrets to report the loss of HMS destroyer *Holcombe.*

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA — *Rabaul:* Solomons-based torpedo bombers sank five cargo ships and an oil tanker, and damaged two other ships which were later beached. Direct hits were scored. Of 60 enemy fighters attempting to intercept, 24 were shot down and four others probably destroyed . . . *Hansa Bay:* Our light naval forces sank three troop-laden barges . . . *Rai Coast:* Our light naval forces sank a southbound barge . . . *Empress Augusta Bay:* Our light naval forces shelled enemy positions near Motupena Point.

NEW DELHI, *Southwest Asia Command*—Two coastal vessels and a 300-foot merchant vessel were left in flames and probably sunk by U. S. heavy bombers of the Strategic Air Force.

27 JANUARY

U. S. Pacific Fleet Press Release

Kwajalein, Maloelap and Mille Atolls were bombed by 7th Army Air Force planes on 25 January (West Longitude date). More than 35 tons of bombs were dropped on Kwajalein in an afternoon raid. No enemy planes were encountered. One bomber was wrecked on the ground during the raids on Taroa and Maloelap. Of 30 enemy fighters which intercepted our planes, one was shot down and three possibly destroyed. All our planes returned. Ground facilities on Mille were fired in a morning raid. Navy search planes severely damaged and may have sunk an oiler and one escorting ship.

CAIRO, *Middle East Air*—British aircraft attacked 22 ships yesterday, sinking several. The harbor of Piraeus was again attacked.

LONDON, *Air Ministry*—A medium merchant vessel, two small merchant vessels, and two escort ships were damaged off the Norway coast by RAF and RCAF Beaufighters.

28 JANUARY

U. S. Pacific Fleet Press Release

Storage buildings and airdrome facilities on Taroa were bombed by 7th Army Air Force bombers 26 January. Of 20 enemy planes which attempted to intercept, 11 were shot down. On retirement, our planes were pursued and in a running fight shot down five additional planes. All our planes returned. Medium bombers made a strafing attack on Emidj Island on the afternoon of 26 January.



See communiques of 22 and 26 January.

Medium bombers of the 7th Air Force attacked Nauru in daylight 27 January. Wotje was attacked in the afternoon. Dive bombers and fighters made an attack on Mille in the late afternoon and one of our planes was shot down. Heavy bombers dropped more than 20 tons of bombs on Taroa at dusk. All our planes returned.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—*Kavieng area:* Hits were scored on a destroyer and a gunboat in convoy by our night air patrols . . . *Dili:* Our heavy units sank a 1,000-ton cargo ship . . . *Empress Augusta Bay:* Our naval units shelled enemy positions, starting fires.

29 JANUARY

U. S. Pacific Fleet Communique

Pacific Fleet carrier task forces have made attacks on the Marshall Island bases today, including Taroa, Wotje and Kwajalein.

BERLIN, *Nazi broadcast*—"Since 22 January in attacks against enemy shipping at the Nettuno beachhead, the Luftwaffe has sunk five destroyers, five freighters and seven landing craft. Three cruisers, six destroyers and 41 freighters have been damaged."

30 JANUARY

U. S. Pacific Fleet Press Release

During the night of 28-29 January, Army and Navy bombers carried out operations against Wotje, Kwajalein, Jaluit and Maloelap. A total of 47 tons of bombs was dropped on the atolls. A flight of Navy search planes shot down two of 12 attacking Zeros without loss to our planes.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—*Kavieng area:* Our night air patrols blew up an 8,000-ton enemy vessel with two direct hits.

31 JANUARY

Navy Department Communique No. 500

Pacific and Far East

1. U. S. submarines have reported the sinking of 14 vessels in operations against the enemy in waters of these areas as follows:

Sunk: Two large transports, one medium transport, one medium tanker, one medium naval auxiliary, one small freighter, one medium cargo transport, seven medium freighters.

2. These actions have not been announced in any previous Navy Department communique.

U. S. Pacific Fleet Communique

Our carrier task forces today continued their attacks on Kwajalein, Roi, Maloelap, and Wotje. During the day, surface forces bombarded the same objectives while carriers extended their objectives to include bombing of Eniwetok.

U. S. Pacific Fleet Press Release

Seventh Army Air Force and Fleet Air Wing 2 bombers attacked the principal Marshalls bases during the night of 29-30 January. A total of 74 tons of bombs was dropped in these attacks which were coordinated with the attacks of carrier-based squadrons during the last two days.

1 FEBRUARY

U. S. Pacific Fleet Communique

Powerful forces of all types commanded by Vice Admiral R. A. Spruance, USN, have begun operations, the objective whereof is the capture of the Marshall Islands.

Following intensive preparatory bombardment of enemy installations by carrier-based aircraft, battleships and light surface units, Army and Marine assault forces have initially established beachheads on islands in the vicinity of Roi and Kwajalein Islands in the Kwajalein Atoll.



See communique of 26 January.



See communique of 27 January.

Installations at Wotje and Maloelap Atolls were heavily bombarded by carrier aircraft and surface forces.

All amphibious operations are commanded by Rear Admiral R. K. Turner, USN. Assault troops are directed by Maj. Gen. H. M. Smith, USMC. Landing attacks in the Roi Islands are being made by troops of the 4th Marine Division, commanded by Maj. Gen. Harry Schmidt, USMC. Landings are being effected in the Kwajalein Island area by troops of the 7th Infantry Division commanded by Maj. Gen. Charles H. Corlett, USA.

Strong opposition is being encountered in both assault areas. Initial information indicates that our casualties are moderate. Supporting air attacks are being made at Kwajalein, Maloelap, Wotje, Mille, Jaluit, Eniwotek and Wake by carrier forces commanded by Rear Admiral M. H. Mitscher, USN; by units of the 7th Army Air Force commanded by Maj. Gen. Willis H. Hale, USA, and by units of Fleet Air Wing 2, commanded by Rear Admiral John D. Price, USN.

All shore-based aircraft in the Gilberts are operating under direction of Commander Aircraft, Central Pacific Force, Rear Admiral John H. Hoover, USN.

U. S. Pacific Fleet Press Release

Naval aircraft struck at Taroa 29 January, shot down four enemy planes and damaged 39 on the ground. One enemy plane was shot down at Wotje, fuel and ammunition dumps were set afire. Our reported losses are comparatively minor, several pilots were rescued. On 30 January our carrier planes shot down 18 enemy planes at Roi, machine-gunned and bombed 51 others on the ground. Airdrome and other installations were heavily hit.

Coronados which raided Wake Island the night of 30-31 January dropped more than 20 tons of bombs on runways and ground installations, starting large fires. Antiaircraft fire was light and no enemy planes were encountered.

ALGIERS, *Navy*—Our light naval forces in the Adriatic on 30 January sank a large schooner and an enemy tanker between Sebeneco and Spalato.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—*Ellenden River:* Eight barges which attacked an Allied post were repulsed with 60 casualties and loss of four barges. . . . *Banda Sea:* A medium merchant vessel was set afire by a direct hit. . . . *Rabaul:* At dusk, our torpedo planes and dive bombers sank a medium cargo ship, set fire to a destroyer and two freighters. . . . *Madang Coast:* A 2,000-ton freighter was damaged by direct hits.

2 FEBRUARY

U. S. Pacific Fleet Communique

Our forces have captured Roi Island.

Landings have been made on Kwajalein and Namur Islands and the action is progressing favorably. On Namur the enemy has been contained in the extreme northern portion of the island, and on Kwajalein our troops are firmly established and are pushing the enemy back.

Continuous bombardment of the beaches by our ships, planes and land-based artillery enabled our forces to make landings on the three principal objectives with little resistance.

We have suffered no naval losses and casualties are very moderate. It is now apparent that the attack took the enemy completely by surprise.

CAIRO, *Middle East Air:* Several enemy vessels were sunk and many severely damaged by RAF and USAAF planes yesterday.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—*Hansa Bay:* Our heavy units at night sank a 5,000-ton enemy freighter off the coast with two direct hits.

3 FEBRUARY

U. S. Pacific Fleet Communique

Our forces have captured Namur Island and several adjacent islands.

Resistance continues in Kwajalein but we have landed troops and mechanized equipment in force and are proceeding with the annihilation of the enemy.

ALGIERS, *Navy:* Light coastal forces in the Adriatic sank two more schooners near Silba. An enemy patrol craft was sunk in the Ligurian Sea. British destroyers bombarded ports below Ancona.

4 FEBRUARY

Navy Department Communique No. 501

On the night of 2-3 February, two Navy Catalinas from the Aleutian Islands bombed enemy installations on the southeast coast of Paramushiru. Results of the bombing were not observed. No enemy planes were encountered. Both our planes returned.

Navy Department Communique No. 502

Within the space of 48 hours early in January, three German blockade-runners heavily laden with vital war materials were sent to the bottom of the South Atlantic by surface forces of the U. S. Navy operating under the command of Vice Admiral Jonas Ingram, USN.

The enemy ships sunk were the *Burgenland*, *Rio Grande* and *Weserland*, en route from Far-Eastern Japanese-held ports. Their holds were filled with thousands of tons of rubber, tin, fats and strategic ores.

The blockade runners were sunk by the USS *Somers*, destroyer, and the light cruiser USS *Omaha* and destroyer USS *Jouett*. A large number of prisoners were picked up following the sinkings. In two of the sinkings, Navy search planes found the enemy ships and called for the surface force to complete their destruction.

The *Weserland* fell to the *Somers* alone while the other two were scuttled by their crews and their sinking hastened by gunfire from the *Omaha* and *Jouett*.

Summoned by planes, the *Somers* found her target in the darkness of early morning and, on identifying the vessel as hostile, opened fire with her main battery of five-inch guns. The first salvo hit the *Weserland*, forcing the crew to abandon ship. The destroyer then sank the vessel after internal explosions were set off by the crew as they left. Survivors were picked up at daylight.

A scouting plane from the *Omaha* and a lookout in the ship's foretop were the first to sight the *Rio Grande*. As the *Omaha* and the *Jouett* closed to investigate the stranger she burst into flame, the result of demolition charges placed by the crew. The two American warships fired six-inch and five-inch shells into the blockade-runner and she soon sank.

On the following day the *Omaha* and the *Jouett* found the *Burgenland*. As the U. S. warships approached, a similar scene to that enacted by the *Rio Grande* took place. However, destruction was completed as in the former case by shellfire.

Hundreds of tons of baled rubber found floating amid the debris after the sinkings were recovered and are now on their way to the United States.

U. S. Pacific Fleet Press Release

Seventh Army Air Force aircraft bombed Mille and Rongelap Atolls in the Marshalls on 2 February. More than 13 tons of bombs were placed on airdrome and gun emplacements. Antiaircraft was light and no enemy planes encountered. All our planes returned safely. On 1 February, Navy search planes dropped one ton of bombs on Wotje and Taroa.

CAIRO, *Middle East Air*—RAF planes bombed Suda Bay Tuesday night. A large vessel was left burning fiercely north of Patmos the following night. Four sailing ships were left in wrecked condition at Paros Island.

5 FEBRUARY

U. S. Pacific Fleet Press Release

Operations at Kwajalein Atoll continue satisfactorily. Our forces have landed on Ebeys, north of Kwajalein. We have now

occupied half the island. Gugegwe and Loi have been taken under attack by bombing. Our casualties continue moderate.

Kwajalein, Ebeye and Loi Islands have been captured by our forces.

Carrier-based aircraft attacked Eniwetok, 3 February, dropping many tons of bombs and destroying two planes on the ground. On the same day Warhawk fighters of the 7th AAF machine-gunned and bombed Mille. Also on the 3rd, Army bombers sank a small freighter and dumped bombs on Emidj and Jaluit. Wake was bombed on 4-5 February by two squadrons from Fleet Air Wing 2. None of our planes was lost.

LONDON, *Admiralty*—Off the northwest coast of France early this morning, light forces of the Royal Navy encountered an enemy force of one *Elbing* class destroyer and several minesweepers. During the brief engagement, several hits were seen on the destroyer before it escaped under cover of a smoke screen. One minesweeper was set afire and another was seen to be damaged. His Majesty's ships suffered neither casualties nor damage.

6 FEBRUARY

U. S. Pacific Fleet Communique

Occupation of the Kwajalein Atoll is nearly complete. Gugegwe, Bigej and Eller Islands have been captured after moderate resistance and several additional undefended islands occupied.

U. S. Pacific Fleet Press Release

Carrier-based aircraft struck Eniwetok on 5 February. No further information is presently available. On the same day, 7th Army Air Force bombers struck Jaluit. On 4 February, 7th AAF bombers started fires on Wotje and Maloelap. On 3 February, Navy Liberators bombed installations at Wotje, Ujelang and Taroa. None of our planes was lost.

CHUNGKING, *14th U. S. Air Force*—A nine-ship Japanese convoy was attacked on a sea sweep off the Southeast China coast. Three 5,600-ton vessels and three 1,700-ton ships were sunk with another 1,700-ton vessel probably sunk. All our planes returned.

ALGIERS, *Navy*—Our light coastal forces in the Adriatic sank one small and two medium schooners in Zara Channel and another near Sebenko on the night of 3-4 February, taking prisoners in each case.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA, *Wewak*—Our medium units raided Kariru and Muschu, left a 3,000-ton enemy vessel in flames and sank five barges. . . . *Hansa Bay:* A 1,000-ton freighter, a coastal vessel and nine barges were sunk. . . . *Bougainville:* Our naval units at night bombarded Sarime plantation on the northwest coast.

7 FEBRUARY

Navy Department Communique No. 503

North Pacific

1. At 10 p.m. 4 February (Tokyo time) U. S. naval surface units bombarded enemy installations on the south and east coasts of Paramushiru. A number of fires were started and one unidentified enemy ship was hit and beached. Enemy coastal guns returned fire but U. S. units sustained no damage.

2. During the same night a flight of our aircraft bombed Paramushiru and Shimushu. All U. S. planes returned.

U. S. Pacific Fleet Press Release

The following details regarding casualties in the assault on Kwajalein Atoll have been compiled on the basis of reports received as of the evening of 6 February (West Longitude date):

In the southern attack force which captured Kwajalein Island and adjacent objectives, our dead number 157, wounded 712, missing 17. In the same area the enemy dead number 4,650, enemy prisoners 173.

In the northern attack force which captured Roi and Namur Islands and adjacent objectives, our dead number 129, wounded 436, missing 65. In the same area the enemy dead number 3,472, prisoners 91.

It is expected final figures will vary only slightly from the above.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—*Wewak:* Our attack planes destroyed over 30 barges and a 2,000-ton freighter at Buna Buna harbor and set afire two coastal vessels and a corvette. . . . *Bougainville:* Our naval units shelled Hamela Mission on Buka and sank four barges. . . . *Hansa Bay:* A coastal vessel and four barges were destroyed and several other



See communique of 7 February

barges damaged. . . . *Cape Dampier:* Our medium units destroyed three enemy gun positions and three barges.

8 FEBRUARY

Navy Department Communique No. 504

1. The U. S. submarine *Cisco* and the U. S. submarine *S-44* are overdue from patrol and must presumed to be lost.

2. The next of kin of personnel in the *Cisco* and the *S-44* have been so notified.

U. S. Pacific Fleet Communique

1. Organized resistance on Kwajalein has ceased, and its capture and occupation have been completed.

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9 FEBRUARY

U. S. Pacific Fleet Press Release

Several small enemy boats were sunk at Jaluit 6 February by search planes of Fleet Air Wing 2 and of the 7th AAF. Aircraft of both these forces continued attacks on enemy-held Marshall atolls 6-7 February.

ALGIERS, *Navy*—Allied warships continue their shelling of the Formia area. An ammunition dump was blown up and many casualties inflicted.

CHUNGKING, *14th AAF*—On 7 February, B-25's on a sweep of the Yangtze River sank a 150-foot cargo boat, three 100-foot cargo boats, probably two 100-foot freighters, and a large barge.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—*Rabaul:* In a pre-dawn raid on the harbor our torpedo bombers set fire to a cargo ship and scored a direct hit on a surfaced submarine.

10 FEBRUARY

U. S. Pacific Fleet Press Release

The USS *Burns*, a destroyer commanded by Comdr. Donald T. Eller, sank an entire convoy of four enemy ships in the Marshall Islands 31 January (West Longitude date). The *Burns* was attached to a carrier task force and was sent to rescue Navy fliers forced down at sea. Returning toward the task force she encountered a tanker, a medium cargo vessel and two smaller craft, and sank all with gunfire.

U. S. Pacific Fleet Press Release

Air attacks on enemy-held islands in the Central Pacific continued 7, 8 and 9 February (West Logitude date). On 8-9 February bomb hits were scored on Wake Island airdromes and barracks. All our planes returned safely. During 7 February, 7th AAF fighters and bombers dropped 33 tons of explosive on enemy bases in the Marshalls without casualties to our forces. On 8 February, 24 tons of bombs were dropped on these and other targets. On 9 February, 57 tons of bombs were dropped. During the period covered by these raids, Navy search Liberators carried out individual and strafing missions.

CAIRO, *Middle East Air*—A supply vessel in Langeri Bay blew up after being attacked, another was left riddled with cannon holes and a third was listing with its decks awash as Allied bombers continued unabated their attacks on enemy shipping in the Aegean Sea.

11 FEBRUARY

Navy Department Communique No. 505

Pacific and Far East

U. S. submarines have reported the following results in operations against the enemy in these waters:

Sunk: One large auxiliary, two medium transports, one medium cargo transport, two large tankers, five medium freighters and one small freighter.

These actions have not been announced in any previous Navy Department communique.

U. S. Pacific Fleet Press Release

Wake Island was attacked by Coronado bombers of Fleet Air Wing 2 on 10 February (West Longitude date). Dive bombers and fighters of the 7th AAF continued to bomb enemy-held Marshall Islands during 10 February. More than 100 tons of explosive were dropped. No enemy fighter opposition was encountered. Our warships bombarded an important enemy-held atoll in the Marshalls without drawing return fire.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—*Wewak:* Our night patrols discovered and attacked a large enemy barge concentration at Muschu Island. The barges were reported destroyed or seriously damaged. . . . *Solomon Islands:* Our air patrols destroyed or damaged four barges at Green Island.

13 FEBRUARY

CHUNGKING, *14th AAF*—Mitchells of the Chinese-American Wing on a sea sweep off the East China coast attacked a 5,800-ton merchant vessel, leaving it burning and sinking. They also probably sank two small tenders totaling 1,600 tons.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA, *Rabaul*—Six barges in the harbor were sunk. . . . *Wewak:* Our night air patrols scored direct hits which left a 3,000-ton enemy vessel listing. . . . *Madang Coast:* Our light naval units bombarded shore targets at night.

14 FEBRUARY

U. S. Pacific Fleet Press Release

Carrier-based aircraft attacked Eniwetok Atoll 10, 11 and 12 February, heavily bombing ground installations without opposition. Carrier planes damaged Ujae installations before dawn 12 February. On the same day, 7th AAF heavy bombers dropped bombs and strafted three targets in the Marshalls and Navy search planes made bombing attacks on Ujelang and Utirik Atolls. A small force of enemy bombers raided Roi during the night of 11-12 February. Damage and casualties were moderate.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—*Rabaul*: One of our night patrols reported a direct hit on an enemy ship in St. George Channel . . . *Wewak:* A 3,000-ton enemy freighter and coastal vessel was left in flames and two barges were sunk . . . *Roi Coast:* Our light naval units bombarded installations at night.

15 FEBRUARY

CHUNGKING, *14th USAAF*—On a sea sweep off Tongking Gulf, our Mitchells beached and broke in two a 750-ton vessel and destroyed docks and railroad terminals at Baklin Bay, Hainan Island . . . Six convoy ships were attacked off Foochow. Chinese-American planes sank one 10,400-ton transport, two 700-ton freighters, and damaged one 1,200-ton transport. American aircraft sank one 1,200-ton freighter and damaged two 1,200-ton freighters.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—*Solomon Islands:* We have seized



See communique of 11 February

the northern end of the Solomons Archipelago. Naval and air forces covered the occupation of the Green Islands by New Zealand and American troops. An estimated 20,000 enemy troops dispersed through Choiseul, Shortland, Bougainville and Buka are now isolated from their sources of supply at Rabaul. Starvation and disease are certain to ensue. For all strategic purposes, this completes the campaign for the Solomon Islands.

LONDON, *Admiralty*—Naval aircraft from HMS *Pursuer* successfully defended an Atlantic convoy against an attack by enemy aircraft last Saturday. The enemy consisted of a mixed group of 11 planes. Four Grumman Wildcat fighters went up to intercept. They shot down two attackers and damaged a third. The convoy was undamaged and all our aircraft landed safely.

16 FEBRUARY

U. S. Pacific Fleet Press Release

Liberators of the 7th USAAF struck Ponape in considerable force 14 February (West Logitude date). More than 55 tons of bombs were dropped on shore installations. A small cargo ship was sunk. Air attacks on enemy-held bases in the Marshalls continue. Mejit Island, in the eastern Marshalls, was attacked 14 February.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—*Kavieng:* Continuing our attacks on Kavieng at minimum altitude, the town was left a mass of flame. A 3,000-ton cargo ship, three coastal and several smaller ships were sunk. In the face of heavy fire, a Navy Catalina landed in the harbor and rescued 15 of our fliers . . . *Wewak:* Our night patrols sank a 1,000-ton freighter and damaged a submarine chaser. Fighters wrecked two surface craft.

CHUNGKING, *14th USAAF* — Mitchells sweeping Tongking Gulf bombed a 1,200-ton ship and a 1,000-ton steamer.

17 FEBRUARY

U. S. Pacific Fleet Communique No. 34

At daylight yesterday morning 16 February (West Long. date), powerful naval task forces of the U. S. Pacific Fleet commenced an attack on the Japanese naval base at Truk, with several hundred of our planes participating. No further details are available.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—*Mussau Island:* Our night units discovered a convoy attempting to supply the enemy's hard-pressed units in the Bismarck Archipelago. Our heavy and medium units struck immediately and destroyed or severely damaged an 8,000-ton tanker which was beached, a 6,000-ton transport, three 1,500-ton cargo ships and an escorting destroyer. All these ships sustained many direct hits . . . *Wewak:* Our air patrols at night wrecked 10 barges . . . Our air and light naval units attacked shore installations at night.

LONDON, *Air Ministry and Admiralty*—Two Grumman Wildcats operating from a carrier intercepted and shot down two Junkers 290 aircraft equipped with glider bombs which attempted to attack a convoy in the North Atlantic yesterday.

18 FEBRUARY

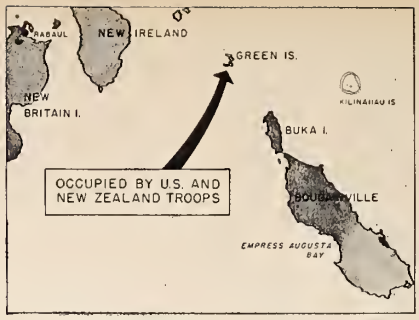
U. S. Pacific Fleet Communique No. 35

The capture of Eniwetok Atoll has been undertaken by forces of the Pacific Ocean areas. Army and Marine assault troops have landed and established beachheads.

The initial landings took place after strong preliminary attacks by carrier-based aircraft and by heavy ships of the Pacific Fleet. The troops went ashore under cover of naval gunfire and with the close support of low-flying aircraft.

All forces participating are under the immediate command of Rear Admiral R. K. Turner, USN; the amphibious forces are commanded by Rear Admiral H. W. Hill, USN. The assault troops, comprising the 22d Marines and elements of the 106th Army Infantry, are commanded by Brig Gen. T. E. Watson, USMC.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA — *New Hanover:* Our medium units continued the assault on a southbound convoy attempting to reinforce the enemy's Bismarck bases. Striking at mast-



See communiue of 15 February.

head height in successive attacks, we sank a 7,500-ton tanker, five cargo ships of 2,000 tons each, a 500-ton freighter and two escorting corvettes. Enemy personnel casualties were heavy. With yesterday's losses, the total is now 12 merchant ships and three escorting warships. This is believed to have comprised practically the entire convoy.

19 FEBRUARY

Navy Department Communique No. 506

Pacific and Far East

Two United States submarines recently returned from patrols deep in Japanese Empire waters report sinking 13 enemy merchant ships totaling 68,200 tons.

These sinkings have not been reported in any previous Navy Department communique.

Pacific Fleet Announcement

Supplementing the major attacks on Truk and Eniwetok, our forces have continued to neutralize other enemy bases in the Central Pacific.

On 16 February (West Long. date) Liberators, Dauntless dive bombers and Warhawk fighters of the 7th Army Air Force attacked four atolls in the eastern Marshall Islands. At one base, Warhawks blew up a fuel dump, damaged a small cargo ship and sank three small craft. On the same day, search planes of Fleet Air Wing 2 bombed ground installations at two other atolls.

On 17 February Army Liberators bombed warehouses and docks at Ponape and harbor installations at Kusaie. Army Liberators and Warhawks attacked an eastern Marshall base, and Navy search planes bombed and strafed installations at two other areas.

Between 14-18 February our warships repeatedly shelled important enemy positions in the eastern Marshalls.

Pacific Fleet Communique

Our forces have captured the enemy air base at Engebi and several other islands in the northern portion of the Eniwetok Atoll. Preliminary reports indicate our casualties have been light.

Assaults on other portions of the atoll are proceeding according to plan.

ALGIERS, *Naval*—Gunfire support by our ships has continued in the Anzio area. Patrols of torpedo boats of the U. S. Navy intercepted enemy destroyers or minelayers approaching north of Capraia during 17-18 February. Torpedo attacks were delivered by the PT boats. Results of these were not observed.

LONDON, *Admiralty*—During recent patrols in the North Atlantic, Mediterranean and Far East, His Majesty's submarines have destroyed a total of 19 enemy ships.

20 FEBRUARY

Pacific Fleet Communique

The Pacific Fleet has returned at Truk the visit made by the Japanese Fleet at Pearl Harbor on 7 December 1941, and effected a partial settlement of the debt. Initial approach was undetected.

During attacks on 16 and 17 February (West Long. date) our carrier planes destroyed at least 201 enemy aircraft, 127 of which were shot down in combat. More than 50 additional enemy aircraft were damaged on the ground. There was no enemy air opposition on the second day of the attack.

Enemy surface ships sunk included two light cruisers, three destroyers, one ammunition ship, one seaplane tender, two oilers, two gunboats and eight cargo ships. Additional enemy ships probably sunk included one cruiser or large destroyer, two oilers and four cargo ships.

Shore facilities on the principal islands, including airdrome runways and installations, were thoroughly bombed and strafed.

Our loses were 17 planes. None of our ships was lost, but one sustained moderate damage.

Admiral R. A. Spruance, USN, was in over-all command of the operation and Rear Admiral Marc Mitscher, USN, former commanding officer of the Hornet, directed the carrier air attack.

Pacific Fleet Announcement

Aircraft of the 7th Army Air Force and Navy search planes of Fleet Air Wing 2 continued bombing attacks on enemy positions in the Marshall and Caroline Islands during 17 February (West Long. date).

Army Liberators bombed docks and shipping at Kusaie, sinking a small ship. Army Warhawks and Navy Ventura and Liberator search planes attacked four Mashall atolls, scoring hits on ground installations, an air field and a radio station.

None of our planes was lost.

Sea Water

(*Continued from Page 29*)

one and one-half pints of water a day or less, do not eat more than 10 one-inch cubes a day—equivalent to about five ounces. If the fish is a shark or dogfish, eat only four cubes. If you have no water or only very small amounts, even this small quantity of flesh may increase your thirst; in that case, don't eat it. Eat the flesh before it dries out. Do not eat **dried flesh** unless you are drinking 32 ounces (one quart) of water daily. These limitations are set because the kidneys may have to draw water from the body to rid it of the by-products of the protein contained in flesh.

The much-publicized statement that one can easily "wring water out of fish flesh with a cloth" is not true. The attempts of most of those who have tested the theory have been quite unsuccessful. Special presses are required to produce fluid from fish flesh; the fluid extracted by some of these presses is so high in protein and salt that it is not considered a satisfactory substitute for water. Attempts to "chew water" out of fish flesh usually result in reducing the flesh to mush without the production of useful water. Fish is to be considered as food, not as a source of water.

In closing, it should be noted that Lieutenant Smith made good use of parachute cloth in fashioning a headgear protecting against sunburn. Do not lay a poncho or a tarpaulin directly on the body to protect it from sunburn in warm weather; such action will prevent circulation of air over the body and increase the loss of water by sweating. Suspend them **above** the body, or don't use them. And don't forget that you can save yourself a very sore pair of shins if you use safety pins to attach your sock tops to your trousers, thereby preventing sunburn of your legs.

'March of Death'

(Continued from Page 13)

shipment to Davao on the island of Mindanao, with stops at Cebu and Iloilo.

The voyage took 11 days. The hold was filthy and vermin-infested. Some prisoners were lucky enough to get a place on the junk-filled, rain-swept deck. Two men died on the trip. On 7 November 1942, the Americans were unloaded at Lansang Lumber Co., near Davao Penal Colony. The sun treatment for two hours followed, and then the group was forced to march more than 15 miles to the penal colony. Many were so weakened they fell by the roadside. In this instance, Japanese picked them up, threw them into trucks, and carried them along.

It developed that the Japanese commanding officer at the penal colony, which in peace times had been operated for criminals by the Philippine Bureau of Prisons, was disturbed when he saw the condition of the Americans. He had requested able-bodied laborers. Instead, he shouted, he had been sent walking corpses.

In spite of the condition of the prisoners, they were without exception put to hard labor—chaplains, officers, and enlisted men alike. Colonel Dyess, barefooted for a month and a half, was forced to clear jungle and plow every day.

During Colonel Dyess' 361 days as a prisoner of war, he received $10 in pay from the Japanese. To get the $10 he was forced to sign a statement saying that he had received more than $250, with clothes, food, and lodging. No clothes were issued until American and British Red Cross supplies began to arrive at Davao, an event Colonel Dyess' statement describes as "the salvation of the American prisoners of war."

Food was slightly better at Davao. In addition to rice, the prisoners received once a day a small portion of mango beans, and some camotes, green papayas, casavas, or cooking bananas. However, most of the prisoners already were suffering from beri beri and the food was not sufficient to prevent the disease from progressing. Although oranges and lemons were abundant in the vicinity, the Japanese would not allow prisoners to have them. The brutality of Japanese officers continued. One lieutenant habitually beat prisoners. According to the statement of Colonel Mellnik, this lieutenant had done most of his fighting at the rear when in action, and had been assigned to prison duty as a punishment. He avenged himself on the prisoners.

The camp commandant made a speech to the prisoners shortly after their arrival.

"You have been used to a soft, easy life since your capture," he said. "All that will be different here. You will learn about hard labor. Every prisoner will continue to work until he is actually hospitalized. Punishment for malingering will be severe."

These orders were rigidly enforced. When Colonel Dyess, Colonel Mellnik, and Commander McCoy escaped from Davao in April, 1943, only 1,100 of the 2,000 prisoners there were able to work.

The arrival of two Red Cross boxes for each prisoner early in 1943 caused joy beyond description among the prisoners, according to the statements of the three officers. The boxes contained chocolate bars, cheese, tinned meats and sardines, cigarettes, a portion each of tea, cocoa, salt, pepper, and sugar. Most important of all, quinine and sulfa drugs were included.

The Red Cross supplies had been received aboard a diplomatic ship in Japan in June, 1942. The prisoners never learned why it took them seven months to reach Davao.

A few days before Commander McCoy, Colonel Mellnik, Colonel Dyess escaped from Davao on 4 April 1943, one of the American prisoners, a hospital orderly, was wantonly murdered by a Japanese sentry.

The orderly was digging camotes, Colonel Mellnik reported, outside the hospital stockade and directly beneath a watch tower. It was an extremely hot day. He called to a fellow prisoner to toss him a canteen from the stockade. As the orderly was about to drink from the canteen, the Japanese sentry in the tower shouted at him angrily.

To show that the canteen contained only water, the orderly took it from his mouth and poured a little on the ground. Apparently because he did this, the sentry trained his rifle on him and fired. The bullet entered at the neck and shoulder and came out at the hip.

The orderly cried out: "Don't shoot me again."

The sentry fired two more bullets into the man's body. He then emptied his clip at the man inside the hospital stockade, who ran for his life and was not hit.

What Is Your Naval I.Q.?

1. What canal and what bridge are factors in determining the size of U. S. warships?

2. You would find a barbette under: (a) a scupper; (b) rudder; (c). beauty salon; (d) turret?

3. Name the first five U. S. naval vessels commissioned by Congress.

4. "Flying the milk run" usually refers to: (a) a monotonous or routine flying assignment; (b) flying to a supply base for additional ration; (c) target towing for gunnery practice; (d) flying students on practice missions?

5. What part of a ship is said to be "betwixt wind and water"?



6. When rendering a hand salute properly, the forearm is inclined at an angle of: (a) 25 degrees; (b) 30 degrees; (c) 45 degrees; (d) 65 degrees?

7. Why is the magnetic equator a good place to adjust compasses?

8. "I'm up the pole," the sailor said. What did he mean?

9. Who was the first commissioned officer (afloat) of the U. S. Navy?

10. In what historical event did the USS *Olympia*—now a relic—participate?

11. What colors appear on the European-Africa-Middle East area campaign ribbon? What do they represent?

12. After what—or whom—are destroyer escort vessels named?

13. True or false: offenses committed by naval personnel on shore are punished the same as if committed at sea.

14. The U. S. Navy will expand its present landing craft fleet to: (a) 183,000 units; (b) 22,156 units; (c) 80,000 units; (d) 54,572 units?

15. Identify this enemy ship:



16. The Skagerrak is: (a) a Russian fighter plane; (b) a body of water between Norway and Denmark; (c) an atoll in the Marshall Islands; (d) an instrument used by Helldiver pilots.

17. A "fogy" is: (a) an old man; (b) a smelly cigar; (c) an increase in pay due to length of service; (d) a cloudy day; (e) the end of a rope?

18. Every Navy vessel and district craft must be in one of what six conditions?

19. Who is in charge of a fleet?

20. What is a "baldheaded schooner"?

(Answers on page 60)

DECORATIONS AND CITATIONS



★ Johnnie D. Hutchins, S1c, USNR, Houston, Tex. (posthumously): During the assault on Lae, 4 September 1943, Hutchins' LST approached the enemy shore under a hail of fire. A torpedo pierced the surf and bore down on the craft with deadly accuracy. Before the helmsman could steer clear of the torpedo, a bomb struck the pilot house, dislodging the helmsman. Although mortally wounded by the explosion, Hutchins quickly took the wheel and exhausted the last of his strength in manuevering the vessel clear of the torpedo. Still clinging to the helm, he eventually succumbed to his injuries, his final thoughts concerned only with the safety of his ship.



★ Comdr. Roy S. Benson, USN, Concord, N. H.: On one occasion, as commander of a submarine in enemy waters, he effected such a brilliantly planned approach that his submarine was responsible for the severe damaging of an enemy aircraft carrier. His command also sank an important amount of Japanese shipping.



★ Comdr. Charles H. Andrews, USN, Hamden, Conn.: As commanding officer of a submarine in Japanese waters, he attacked the enemy with such aggressive determination that his submarine succeeded in sinking 15,000 tons of enemy shipping and damaging more than 43,000 tons.

★ Comdr. Anthony H. Dropp, USN, Milwaukee, Wis.: Under Commander Dropp's excellent supervision, his submarine successfully destroyed one hostile freighter and two large tankers while on a war patrol in enemy-controlled waters.

★ Comdr. William N. Wylie, USN, Brevard, N. C.: In addition to sinking an important amount of enemy shipping, including a brilliant attack on a strongly escorted freighter, Commander Wylie's excellent supervision resulted in the success of a special vital mission by his submarine.

★ Lt. Comdr. John A. Tyree, USN, Danville, Va.: As commanding officer of a submarine in Japanese waters, he succeeded in dealing crippling blows to Japanese shipping. His submarine sank 23,000 tons and damaged 20,000 tons of hostile shipping.

For reasons of security, the deed for which a man receives a decoration very often cannot be fully described, either in this section or in the actual citation which the man receives. There may accordingly be citations reported here which do not tell the whole story.

★ Lt. (jg) Frederick C. Cross, Jr., USNR, Lunenberg, Mass. (posthumously): While serving as a bomber pilot with the Atlantic Fleet, he sustained mortal wounds and his plane was crippled in an engagement with an enemy submarine. Despite his wounds, he managed to drop depth charges across the sub's bow and make a perfect water landing with his shattered plane, thus enabling his co-pilot and radio operator to survive and subsequently attain safety.

★ Ens. William N. P. Homer, USNR, Philadelphia: Although flames spread rapidly over a bombed seaplane tender, he courageously boarded the blazing vessel and removed a seriously wounded Army officer despite imminent danger of suffocation and burns, during the assault on Sicily, 10-12 July 1943.

★ Franklin A. McGinty, SoM3c, USNR, Calhoun, Ga. (posthumously): When an underwater explosion caused devastating fires and damage aboard his ship on 5 August 1943 he unhesitatingly risked his life in behalf of endangered shipmates. In a courageous attempt to rescue a man known to be trapped in a blazing compartment he entered the compartment and was himself trapped.

★ George S. Pilewski, HA1c, USNR, Dickson, Pa. (posthumously): When the detonation of an enemy bomb set off numerous fires and filled the turrets of the USS *Savannah* with smoke and toxic gases during the invasion of Italy, 11 September 1943, he risked his life to enter one of the turrets and coolly evacuate the personnel. Unmindful of his own danger, he continued his unselfish service until he was overcome.

Commissary Steward Cited By Belgium

George Trotter, CCSt, USNR, of Brooklyn Park, Md., has been awarded the Maritime Medal by the Belgian government for first aid and care to Belgian survivors. The citation reads: "Night and day, Trotter did not cease to minister unsparingly to the survivors of the SS *Gandia* as long as they remained aboard the *Bernadou*. On account of his devoted care, several of the survivors have retained the use of their limbs."



★ Admiral (then Vice Admiral) Raymond A. Spruance, USN, Indianapolis, Ind.: In a position of great responsibility as Commander, Central Pacific Force, he conducted the assaults on Tarawa, Makin and Abemama with daring strategy and brilliant employment of his units. The result of this vital operation assured success in opening the Central Pacific Area to U. S. forces.



★ Rear Admiral John W. Reeves Jr., USN, Coronado, Calif.: With supply and transport problems under his personal supervision as Commander, Alaskan Sector from June 1942 to August 1943, he was distinctly successful in providing necessary facilities during the movement of our forces along the Aleutian chain. As task group commander of the North Pacific Force, he assisted effectively in supplying escort ships.



★ Rear Admiral Arthur S. Carpender, USN, Washington, D. C.: As Commander, Southwest Pacific Force from 11 September 1942 to 26 November 1943, he employed forces under his command with such skill that many operations were succesfully accomplished and many territories freed from Japanese occupation.

★ Capt. James H. Doyle, USN, Jamaica, N. Y.: Displaying gallant determination and outstanding ability on the staff of Commander Amphibious Force, South Pacific, he participated in the occupation of Guadalcanal, Tulagi and all subsequent phases of the Solomon Islands campaign. Subjected to numerous air attacks and bombardments, he maintained courage, perseverance and devotion to duty that contributed in large measure to the success of our forces.

★ Capt. Irving T. Duke, USN, Richmond, Va.: As an operations officer of a joint Army-Navy staff during the planning and later occupation of Attu and Kiska, May-August 1943, he skillfully correlated the movements of the various elements of the assault forces and contributed in a large measure to the success of the operations.

★ Capt. Charles W. Gray, USN, Chicago, Ill.: Operating under extremely difficult weather conditions, the sub-

marine force under his direction carried out numerous hazardous combat missions. By his brilliant leadership and skill, the force acquired invaluable information and inflicted severe damage to the enemy.

★ Capt. William M. Moses, USN, Alamosa, Colo.: As gunnery officer on the staff of Cinclant from 21 September 1941 to 1 June 1943, he displayed marked ability in the development of antisubmarine weapons and tactics and in the establishment of a sound convoy policy.

★ Comdr. Jack S. Dorsey, USN, Jacksonville, Fla.: At an advanced base in Aleutian waters, he maintained his ship in efficient fighting condition despite extremely bad weather and carcried out numerous hazardous missions, contributing greatly to the success of our forces in this area.

★ Comdr. Thomas B. Fitzpatrick, USN, Flemington, N. J.: As commander of a warship during the seizure of Attu, he displayed expert seamanship and marked efficiency under most hazardous conditions. He was responsible for the excellent training of all departments, officer personnel and landing craft crews, and contributed greatly to the success of the operations.

★ Comdr. Peter H. Horn, USN, Philadelphia: Commanding a destroyer in a night attack against a Japanese submarine in the Aleutians area, he made an immediate and accurate estimate of the situation despite poor visibility and sank the hostile vessel.

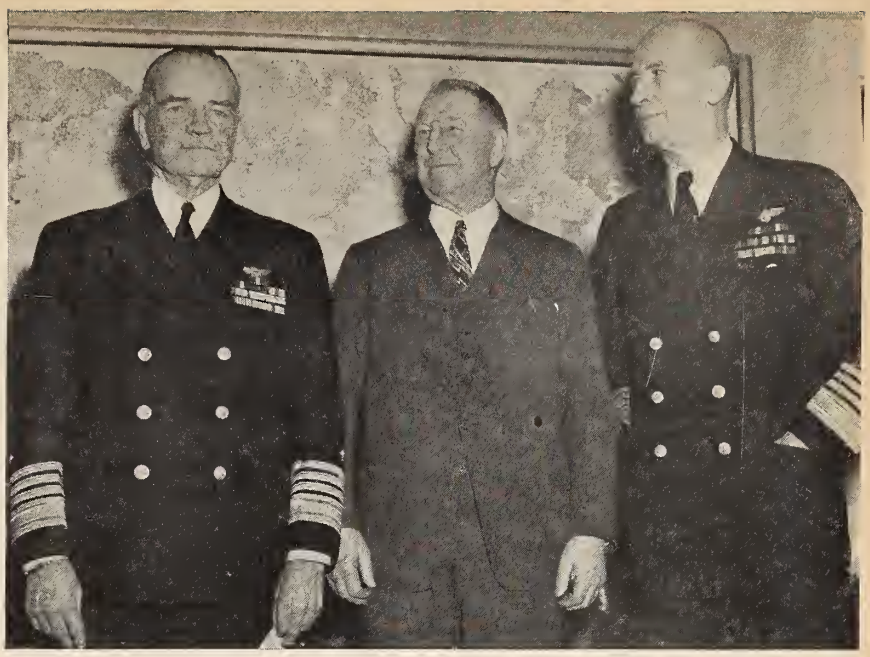
★ Comdr. Ira E. McMillian, USN, Honey Grove, Tex.: As gunnery officer of a joint Army-Navy staff during the planning phrases of the Attu and Kiska operations, and later with the commander of the assault forces, he formulated a bombardment plan with utmost skill and efficiency and was responsible for the success of this phase of the operations.

★ Comdr. William C. Specht, USN, Yuma, Ariz.: By keen initiative, untiring effort and outstanding skill, he was largely instrumental in establishing the Torpedo Boat Training Center at Melville, R. I. In addition, he was personally responsible for many valuable improvements in torpedo boat design as well as for adoption of new torpedo launching gear.



Official U. S. Navy photograph

RECEIVES NAVY CROSS: Rear Admiral J. F. Shafroth, USN, deputy commander of the South Pacific Force (left), congratulates Capt. Thomas J. Ryan, Jr., USN, after presenting to him the Navy Cross. In the second battle of Kula Gulf, Captain Ryan's destroyer squadron contributed materially to the destruction of four and possibly six enemy vessels.



Official U. S. Navy photograph

ADMIRAL HALSEY RECEIVES ANOTHER GOLD STAR: For his "brilliantly planned offensive" which drove the Japs from the South Pacific Area, Admiral William F. Halsey, Jr., USN, received a Gold Star in lieu of a second Distinguished Service Medal recently at a ceremony in the office of Secretary of the Navy Knox. He is shown at the left of Secretary Knox, with Admiral Ernest J. King, USN, Commander-in-Chief of the U. S. Fleet and Chief of Naval Operations

★ Comdr. Samuel M. Tucker, USN, Jackson, Miss.: As communications officer of a joint Army-Navy staff during the planning phases of the Attu and Kiska campaigns, and later with the commander of the assault force. he formulated a communications plan with utmost skill and was responsible for its successful functioning.

★ Comdr. Quentell Violett, USNR, New York, N. Y.: As officer-in-charge of the Naval Petroleum Unit during the occupation of Sicily, he organized and set up petroleum installations and later rehabilitated captured facilities with a minimum loss of time.

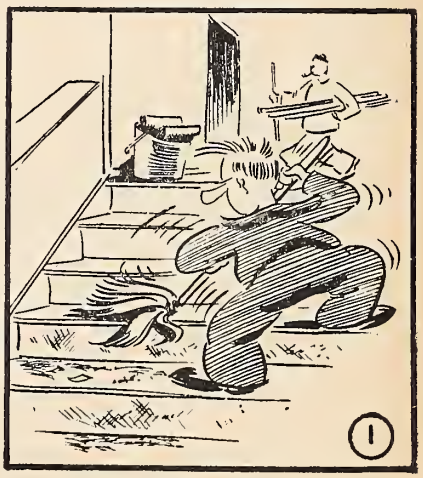
★ Lt. Comdr. Ward Cheney, USNR, New York, N. Y.: Voluntarily making trips into the forward territory and exhibiting brilliant leadership, he gave outstanding service to the Commander, South Pacific Force from September 1942 through September 1943. He effectively covered widespread operations against the enemy during his tour of duty in the area.

★ Lt. Comdr. William P. Mack, USN, San Francisco, Calif.: As aide and flag lieutenant to the commander of the assault force during seizure and occupation of Attu and Kiska in May and August 1943, he formulated the visual section of the communications for these attacks and was responsible for the fine handling of many ships by visual signals.

★ Lt. Comdr. Norvell C. Ward, USN, Indian Head, Md.: During his fifth war patrol in enemy waters, he brought his submarine close inshore through poorly charted waters to the reef-encircled coast of an enemy-held island and rescued a large number of personnel, including personnel invaluable to the Allied cause. His sub also sank a loaded enemy freighter and damaged another ship.

★ Lieut. John R. Cain, USNR, Quincy, Mass.: As commanding officer of a patrol craft during the invasion of Italy, he maneuvered his ship through unswept enemy mine fields and shelling from shore batteries without damage or casualties among his crew. Later he exhibited great skill in evasive tactics, enabling his ship to fulfill its mission.

★ Lieut. William D. Steel, USNR, Hempstead, N. Y.: Although under heavy gunfire and determined enemy aerial assault during the amphibious invasion of Italy, he brought his six waves of landing craft, with personnel and equipment, safely ashore in the re



See page 51.

Five District Commandants Awarded Legion of Merit


Admiral Allen


Admiral Downes


Admiral Holmes


Admiral Kauffman


Admiral Van Hook

Commandants of five naval districts have been awarded the Legion of Merit for outstanding service and leadership during the past two years, when U-boats were being driven from our coastal waters and naval activities were being expanded. They are Rear Admiral William H. Allen, USN, commandant of the Sixth Naval District and Commander, Eastern Sea Frontier; Rear Admiral John Downes, USN, (Ret), former commandant of the Ninth Naval District and commandant of the Great Lakes Naval Training Station; Rear Admiral Ralston S. Holmes, USN, commandant of the Eleventh Naval District and Commander, Western Sea Frontier; Rear Admiral James L. Kauffman, USN, commandant of the Seventh Naval District and Commander, Gulf Sea Frontier; Rear Admiral Clifford E. Van Hook, USN, commandant of the Fifteenth Naval District and Commander, Panama Sea Frontier.

Official U. S. Navy photographs

markable time of 36 hours with the minimum of casualties.

★ Donald E. True, SM3c, USNR, Henryville, Ind.: When his landing boat struck concealed rocks during the amphibious assault on Sicily in July, 1943, he promptly flashed a danger signal to craft immediately behind, enabling them to steer clear of the underwater hazard. His decisive action helped save personnel and equipment from the disastrous consequences met by his own boat.



★ Comdr. Wreford C. Chapple, USN, Billings, Mont.: With conspicuous gallantry while commanding officer of a submarine on patrol in Japanese-controlled waters, he succeeded in sinking an important amount of hostile shipping.

★ Lt. Comdr. Carter L. Bennett, USN, Nashville, Tenn.: Skillfully maneuvering his submarine into striking position, he destroyed an important amount of Japanese shipping. In enemy-controlled waters, he attacked with aggressive determination and outstanding courage.



★ Comdr. Cecil T. Caufield, USN, San Diego, Calif.: In keeping his vessel on station in a convoy while fighting off attacking planes, destroying one German torpedo plane, he exhibited superb seamanship and great courage.

★ Comdr. Elton W. Grenfell, USN, Redburn, N. J.: As commanding officer of a submarine on patrol in enemy waters, he attacked with aggressive courage and sank or damaged an important amount of Japanese shipping.

★ Comdr. Royce L. Gross, USN, Arlington, Va.: Operating his submarine in heavily patrolled enemy waters, he directed the performance and torpedo fire of his ship with such ability that the submarine sank five hostile ships, including a destroyer.

★ Comdr. John S. McCain Jr., USN, Washington, D. C.: He sank a large amount of Japanese shipping, including a destroyer, by maneuvering his submarine into striking position and attacking with outstanding courage while on patrol in Japanese-controlled waters.

★ Comdr. George E. Peckham, USN, Cresco, Iowa: As operations officer of a destroyer squadron during a prolonged engagement against numerically superior Japanese forces, he rendered invaluable services by evaluating the tactical situation and accurately transmitting the orders of his squadron commander despite persistent and effective enemy gunfire.

★ Comdr. William S. Post Jr., USN, Rock Hill, S. C.: He directed the operations and torpedo fire of his submarine, while on war patrol in enemy waters, with such outstanding skill that an important amount of enemy shipping, including a large transport, was sunk and still more was damaged.

★ Comdr. William B. Sieglaff, USN, Albert Lea, Minn.: By his courage, skill and tenacious fighting spirit, he destroyed an important amount of hostile shipping while commanding officer of a submarine on patrol in Japanese-controlled waters.

★ Comdr. George H. Wales, USN, Washington, D. C.: He directed the performance and torpedo fire of his submarine with tactical skill and initiative, thereby sinking numerous hostile ships, including a destroyer.

★ Lt. Comdr. Carlton R. Adams, USN, Wilmington, N. C.: Commanding a destroyer returning in convoy from Finschafen 22 September 1943, he was attacked by 10 enemy torpedo planes. He immediately brought his ship into action, successfully repelled the enemy, and brought his ship and convoy safely through the attack with only minor machine-gun damage.

★ Lt. Comdr. Eric L. Barr, Jr., USN, New London, Conn.: By cool and efficient direction of the activities of his officers and men during three vital and highly successful war patrols in enemy waters, he contributed to the sinking or damaging of numerous hostile vessels.

★ Lt. Comdr. Frank L. Barrows, USN, Washington, D. C.: During eight patrols in dangerous enemy waters, as executive officer of a submarine, he performed his duties with skill and initiative thereby contributing to the success of numerous vital missions.

★ Lt. Comdr. Richard B. Lynch, USN, Citronelle, Ala.: During five war patrols in enemy-controlled waters, he performed essential duties with expert skill. On one occasion he further distinguished himself by taking command of a rescue expedition which successfully brought refugees back to his submarine.

★ Lt. Comdr. George A. O'Connell Jr., USN, Fort McClellan, Ala.: As main battery control officer of a cruiser in action against numerically superior Japanese forces, he selected his targets skillfully and inflicted severe damage



Official U. S. Navy photograph

OPERATIONS OFFICER CITED: Admiral William F. Halsey, Jr., USN, presents the Legion of Merit to Capt. Harry R. Thurber, USN, for his outstanding service as operations officer on the staff of Commander, South Pacific Force. Capt. Thurber's thorough organization, brilliant planning and skillful correlation of units in the area contributed immeasurably to the success of our forces.



Official U. S. Navy photograph

LOGISTICS DIRECTOR HONORED: Rear Admiral Oscar C. Badger, USN, has been awarded the Legion of Merit for his services as Assistant Chief of Naval Operations for Logistics Plans and director of the Logistics Plans Division from December, 1942, to January, 1944. He exercised brilliant organizing and planning skill and outstanding executive ability in connection with the logistic support of our naval effort in all theaters of war.

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on the enemy. He also furnished invaluable suggestions and information for the control of his own ship against hostile units.

★ Lieut. Frank W. Ayers, USNR, Spokane, Wash.: As torpedo officer in a destroyer during an engagement against numerically superior Japanese forces, he drove through enemy gunfire for 10,000 yards and launched all his torpedoes, securing a probable hit on an enemy destroyer.

★ Lieut. William B. Hosey, USN, Laurel, Mass.: As damage control officer of a warship in action against Japanese forces, he applied his technical skill so effectively that he was greatly responsible for saving his ship from serious damage during a prolonged engagement with numerically stronger forces.

★ Lieut. Danforth Huntington, USNR, Watertown, N. Y.: As gunnery officer of a destroyer in action against the Japanese, he skillfully directed the fire of his ship with such persistent and determined effect, despite heavy enemy opposition, that he contributed materially to the success of his ship's operation.

★ Lieut. Robert J. Matusek, Jr., USNR, Bellaire, Ohio: As turret officer during vital operations against a numerically superior Japanese force, he fought his gun mount with such superior skill that his crew went through a prolonged engagement without a single incident of personal error on the part of his gun crew.

★ Lieut. William K. Rummel, USNR, Wilmette, Ill.: As Navy beachmaster during the assault on Attu Island, he efficiently directed unloading of men and supplies despite heavy enemy shelling. His skillful leadership contributed greatly to the success of the operation under extremely unfavorable conditions.

★ Lt. (jg) Vicent R. Dahlen, USN, Everett, Wash.: In charge of the after engine room of his ship in an engagement against numerically superior Japanese forces, he performed his essential duties with outstanding skill. His sound judgment and courage greatly assisted in averting serious damage to his ship when the loss of control would have imperiled all hands.

★ Lt. (jg) James T. Mew, USN, Tacoma, Wash.: As officer-in-charge of the after repair party during a fierce engagement against numerically superior Japanese forces, he directed his men in making repairs expeditiously and judiciously. He was responsible in a large measure for maintaining his ship's efficient fighting condition.

★ Lt. (jg) James M. Tidball, USNR, Indianapolis, Ind.: As commanding officer of an LCI during the assault on Lae, he maneuvered his ship to the beach and disembarked troops although the ship was severly damaged. He demonstrated exceptional skill while under heavy machine-gun and mortar fire from the beach.

★ Ens. Ivan T. Rich, USN, Honolulu, T. H.: In charge of the fuel oil handling in his vessel, he performed essential duties with great skill during a long engagement against numerically superior Japanese forces. He greatly contributed to maintaining his ship's offensive power during a period when any loss of control would have imperiled all hands.

★ Leonard B. Markeson, CQM, USN, White Bear Lake, Minn.: As quartermaster and helmsman aboard a submarine during three war patrols in enemy waters, he carried out his duties with outstanding skill and assisted his commanding officer in sinking 21,965 tons of hostile shipping.

★ Francis G. Peters, PhM1c, USN, Elizabethtown, Tenn.: Despite almost impenetrable undergrowth, Peters volunteered to accompany a patrol on a hazardous assignment to clean out Japanese who were endangering personnel and equipment on an American beachhead at Zanana Beach, New Georgia, 8 July 1943.

★ Herman A. Bullard, BM2c, USNR, Houston, Tex.: Although severely wounded in the right hand while serving as gun captain during the assault on Sicily, he remained at his station and directed operations until enemy bombers were repulsed. Thereafter, he courageously undertook the difficult task of rigging out the whaleboat by hand and continued to assist in saving the badly damaged vessel before reporting for medical attention.

★ George H. Underhill, Cox, USN, Banning, Calif.: When an enemy bomb struck near his gun station on the ship in which he was a member of the Armed Guard, he carried on despite serious wounds and the death of two of his gun crew. Unable to stand, and weak from loss of blood, he reported a fire in a gasoline hold and calmly directed first aid for himself and others during operations off Sicily 13-22 July 1943. His outstanding courage while under repeated enemy attack contributed to the effective defense of his ship.



Official U. S. Navy photograph

HELPED TAKE ATTU: Capt. Austin K. Doyle, USN, is shown after receiving the Legion of Merit for his service as commanding officer of an escort carrier during the reoccupation of Attu Island, in the Aleutians, in May, 1943.

★ James A. Stalp, S1c, USN, Nashville, Tenn.: Pointer of a 20-mm. gun aboard a landing craft during an enemy air attack near Guadalcanal 16 June 1943, he was instrumental in the destruction of one enemy plane. Courageously disregarding withering blasts of fire, he administered first aid to comrades and assisted a wounded officer across a blazing deck to safety. Observing eight gasoline drums in the path of the spreading fire, he quickly jettisoned the 50-gallon containers.

★ Eugene A. Pineault, S2c, USNR, Somersworth, N. H.: When severely wounded in the leg and thrown to the deck of the USS *Sentinel* during the assault on Sicily, he continued to serve a three-inch gun. Although seriously in need of medical attention, he crawled forward to the ladder leading to the main deck and continued to pass ammunition.



See page 53.

★ Carl L. Winget, S2c, USNR, Palmdale, Calif.: Wounded by a strafing attack during the Battle of the Coral Sea, 8 May 1942, he refused to leave his battle station and remained at his gun with utter disregard for his own safety. He contributed to the destruction of four Japanese planes during the attack on his ship.

DISTINGUISHED FLYING CROSS

★ Lt. Comdr. Richard D. Stephenson, USN, Stockbridge, Mass. (posthumously): Knowing that enemy aircraft of superior speed and armament were in the vicinity, he piloted his scouting plane from the USS *Philadelphia* seven miles inland during the invasion of Sicily on 10 July 1943 to spot long-range naval gunfire. Until his plane was shot down he courageously assisted in carrying out the mission assigned to him.

★ Lieut. Lewis D. Crockett, USNR, Nashville, Tenn.: During a coordinated attack on an enemy submarine in the Caribbean, he launched a demolition bombing attack with his plane and temporarily silenced the sub's guns. When an enemy bullet exploded in the starboard wing and fired the fuel line, he courageously continued action and later directed the attacks of other planes and repeatedly used his own plane to divert fire from assisting planes. (INFORMATION BULLETIN, Jan. 1944, "A Nazi U-Boat Fights Back.")

★ Lieut. Anthony Matuski, USNR, Setauket, N. Y. (missing in action): During a coordinated attack on an enemy submarine in the Caribbean, he bravely flew into intense and continuous fire to drop depth charges, damaging the sub on his first run so that she was unable to submerge. With his plane damaged and ablaze after the second run, he succeeded in getting a message through to his base before his plane crashed. (INFORMATION BULLETIN, Jan. 1944, "A Nazi U-Boat Fights Back.")

★ Lieut. George J. Pinto Jr., USNR, Salisbury, Md.: Participating in numerous spotting and reconnaissance missions as scouting plane pilot aboard the USS *Savannah* during the occupation of Sicily, he operated with great efficiency and penetrated deep into hostile territory despite heavy antiaircraft and enemy air opposition.

★ Lieut. William E. Rowbotham, USN, Mesa, Ariz.: In the face of heavy fighter opposition and fierce antiaircraft fire, he attacked an enemy task force of 16 destroyers of the newest type in the Solomon Islands area and took part in the first attack on Kahili airfield by torpedo bombers. He executed many missions against the Japanese from 1 February through 9 March and from 5 June through 25 July 1943.

★ Lieut. Francis R. Sanborn, USNR, Traverse City, Mich.: After taking part in two hazardous night missions, he led a division in a daylight attack on Japanese shipping in the Kahili area and damaged a destroyer. Five days later he scored a direct hit on a seaplane tender. He executed combat missions in the area from 1 February through 25 July 1943.

★ Lt. (jg) Thomas J. Aylward, USNR, Highland Park, Ill.: As co-pilot of a patrol plane during an engagement with an enemy submarine in the Atlantic, he aided in pressing home an aggressive attack on the submarine even though he was painfully wounded in the head and leg by a direct hit, which also shattered the plane's starboard engine. He later aided in effecting a perfectly water landing.

★ Lt. (jg) Gerald F. Boyle, USNR, St. Louis, Mo.: During a Japanese dive-bombing raid on Rendova Island, he destroyed a bomber at close range and, discovering a Zero pursuing one of his comrades, blasted it out of the sky. As he pulled out of his engagement, he discovered another threatening Zero and destroyed it with a full deflection shot. From 21 June to 17 July 1943 he participated in 22 combat missions.

★ Lt. (jg) Carroll R. Campbell, USN, Los Angeles, Calif.: After leading a group of torpedo planes against an enemy corvette in Kahili harbor area, he spotted a hostile supply vessel and, turning back alone despite threat of enemy plane assault, delivered a masthead-level attack which completely destroyed the loaded craft. From 26 April to 17 July 1943, he took part in numerous missions and completed three extremely hazardous operations.

★ Lt. (jg) John E. Dryden Jr., USNR Kansas City, Mo.: As commander of a PBY, he took full advantage of cloud cover and brought the plane down in a quick attack on an enemy submarine sighted on the surface. Sweeping low to discharge depth bombs and rake the deck, he got the big plane safely out of range before a tremendous explosion lifted the submarine completely out of water, broke it amidships and completely destroyed it.

★ Lt. (jg) Theodore M. Holmes, USNR, Omak, Wash.: During a coordinated attack on an enemy submarine in the Caribbean, he pressed home a strafing run and three determined depth charge attacks in close proximity to the vessel and contributed materially to its ultimate destruction and capture of the crew. (INFORMATION BULLETIN, Jan. 1944, "A Nazi U-Boat Fights Back.")



Dope Sheet (NAS, Norfolk)

"Wheels up landing again — eh?"

★ Lt. (jg) Malcolm J. Miller, USNR, Denver, Colo.: Under particularly adverse weather conditions in the Solomon Islands area on 20 July 1943, he made a successful masthead-level bombing attack on an enemy destroyer which caused the ship to explode and sink almost immediately. He also made many attacks on shore installations and shipping in the area.

★ Lt. (jg) Martin J. Stack, USNR, Seattle, Wash.: Executing many damaging missions, he flew the illuminating plane during a night attack on Kahili harbor with such skill that a following plane was able to locate, hit and damage a cargo vessel. On another occasion he fought off attacking Zeros with such skill that his turret gunner was enabled to shoot down one and possibly another. He served as air liaison officer during hazardous missions from 26 April through 17 July 1943.

★ Lt. (jg) William R. Weiss, USNR, Gainesville, Tex. (posthumously): Participating in 10 missions from Henderson Field, Guadalcanal, he contributed to the damage of enemy fortifications and the sinking of a destroyer. In a daylight strike against enemy shipping at Kahili he was attacked by three fighters, and, although his radioman was mortally wounded and his plane riddled, made a safe landing. Later he executed three hazardous low-level runs with his plane under continual searchlight illumination.

★ Lt. (jg) William H. Winner, USNR, Topeka, Kan.: Sighting an enemy cargo vessel in Kahili harbor in the light of flares dropped by another plane, he succeeded in severely damaging the craft despite severe antiaircraft defense. He executed many dangerous missions in the Solomons from 26 April through 17 July 1943.

★ Sidney William Quick, CAP, USN, Rhineland, Mo. (posthumously): By skillful participation in nine missions from Henderson Field, from 26 April to 5 June 1943, he contributed greatly to the damaging of Japanese fortifications, the sinking of an enemy destroyer and the damaging of another destroyer. In a daylight attack against enemy shipping he countered an attack by several Japanese fighters and enabled his gunner to shoot down one of them.

★ Joseph A. Swan, ACRM, USN, Marietta, Ohio; William J. Hoban, Jr., ARM2c, USN, Philadelphia, Pa.; James D. Parrent, ARM2c, USN, Bay City, Mich., and John S. Wall, ARM2c, USN, Jacksonville, Fla.: While serving as gunners aboard a scouting plane attached to a warship during the occupation of Sicily from 10 July to 19 July 1943, they participated in many dangerous spotting and reconnaissance missions which carried them deep into enemy territory and contributed immeasurably to the success of our air operations.

★ Edward J. True, ACRM, USN, South Ozone Park, N. Y.; Robert H. Maples, ARM1c, USN, Oakland, Calif.; Joseph L. Schradle, ARM1c, USN, Scio, Oreg., and Ralph J. Smith, ARM2c, USN, Castalia, Ohio: As gunners attached to a scouting plane aboard the USS *Savannah*, they participated in numerous

scouting and reconnaissance missions during the invasion of Sicily 10-19 July 1943. These missions carried them deep into hostile enemy territory and despite heavy antiaircraft and air opposition they contributed immeasurably to the success of our operations.

★ Frederick L. Gibson, ARM1c, USN, Dayton, Ohio; Richard Shafer, ARM1c, USN, Albany, Oreg.; Claude E. Tavernier, ARM2c, USN, Whittier, Calif., and Anthony F. Hogg, ARM3c, USN, Lebanon, Ill.: As gunners of a scouting plane aboard the USS *Philadelphia* during the invasion of Sicily 10 July to 19 July 1943, they made numerous reconnaisance missions deep into hostile enemy territory. Their courageous and efficient devotion to duty contributed greatly to our air successes in this operation.

★ Douglas W. Pierson, ARM2c, USN, Glen Ridge, N. J. (posthumously): On 10 July 1943 he accompanied his pilot from the USS *Philadelphia* on an extremely hazardous flight seven miles into Sicily to spot and report long-range gunfire although he was fully aware of the presence in the vicinity of enemy aircraft of superior speed and armament.

★ Mackey M. Prutilpac, AOM2c, USN, Star City, W. Va. (posthumously): Although seriously wounded while carrying out a vital spotting mission over enemy territory during the assault on Sicily, he assisted his pilot in avoiding danger by accurately and efficiently indicating the sources of antiaircraft fire, thus contributing to the safe return of the plane.

★ Shirley Ramsey, ARM3c, USN, Oakland, Md., and William Henry Ryan, ARM2c, USN, Glenolden, Pa.: Participating in numerous spotting and reconnaissance missions in a scout plane attached to the USS *Philadelphia* during the invasion of Sicily 10 July to 19 July 1943, they flew deep into enemy territory and contributed immeasurably to the success of our air operations.

GOLD STAR IN LIEU OF SECOND



NAVY AND MARINE CORPS MEDAL

★ Leonard D. Frazier, QM2c, USN, Nashville, Tenn.: Serving in a submarine in Japanese infested waters, he volunteered to help man a rubber boat used on a reconnaissance of the Japanese-held coast. He aided in the evacuation from the beach; later, when the boat capsized in heavy surf, his skillful seamanship and cool courage were responsible for righting the craft and enabling his ship to complete her mission successfully.



NAVY AND MARINE CORPS MEDAL

★ Lt. Comdr. Paul E. Summers, USN, Lexington, Tenn.: On one of seven strenuous war patrols in enemy waters, as executive officer and assistant approach officer of a submarine, he conducted a skillful attack on an escorted enemy freighter, probably destroying it. His leadership and skill contributed to his vessel's success against hostile shipping.



Official U. S. Navy photograph

MEDAL FOR KULA GULF HERO: Comdr. Benjamin Katz, USN, commanding officer of a warship which took a prominent part in the Battle of Kula Gulf, receives the Silver Star Medal from Capt. Francis X. McInerney, USN, who was commodore of the destroyer squadron engaged in the battle.

★ Lieut. Franklin V. Bernhard, USNR, Shelton, Neb.: Despite explosions, oil fires and falling debris, he operated a motor whaleboat during rescue work alongside the USS *Wasp* and assisted in cutting loose and saving men entangled in the lines while abandoning ship.

★ Lieut. Philip F. Eckert, USN, Minneapolis, Minn.: On three war patrols in enemy waters as first lieutenant and gunnery officer of a submarine, he performed essential duties with outstanding professional skill despite the many hazards involved.

★ Lieut. Donald R. Midgley, USN, Hopedale, Mass.: As assistant engineering officer in a submarine during two war patrols in enemy waters, he performed essential duties with great professional skill. On one occasion he sighted a hostile ship and assisted in a successful night surface attack.

★ Lieut. Herman E. Miller, USN, Tacoma, Wash.: As officer of the deck in a submarine, he skillfully directed night operations in enemy waters on two occasions. His expert maintenance of depth control contributed materially to the destruction of an important amount of enemy shipping.

★ Lieut. David Silberstein, USNR, New York, N. Y.: As damage control officer of a warship attacked by a German torpedo plane during convoy operations, he led his men in difficult and dangerous operations with skill and courage.

★ Lieut. Francis E. Swiderski, USNR, Erie, Pa.: When a landing boat swamped during the assault on Kiska, he observed two men floundering helplessly in the icy water, plunged overboard and swam through the darkness and fog to aid in their rescue until a boat, attempting to assist, forced him under water. After being himself rescued, he proceeded to the beach and immediately resumed his duties.

★ Lt. (jg) Clingmon E. Bowman, USN, San Diego, Calif.: During three war patrols in dangerous, enemy-controlled waters, he assisted materially in maintaining his submarine's fighting condition and contributed greatly to the sinking and damaging of numerous hostile ships.

★ Lt. (jg) William T. Gray, USCG: Observing men helpless in the turbulent seas near a wrecked Coast Guard cutter, he received permission to assemble a volunteer crew, launched a small pulling boat from the deck of his rescue ship and picked up many survivors from the shark-infested waters. Although the boat nearly flooded, his determination saved many men who might otherwise have perished.

★ Lt. (jg) James D. Schnepp, USN, Bloomington, Ill.: On the night of 28 July 1943 while serving in a submarine in enemy waters, he volunteered to take a rubber boat and make a reconnaissance of the hostile shoreline. The operation permitted the evacuation of a large number of personnel from the beach.

★ Ens. Kenneth G. Curtis, USN, Lynn, Mass.: Serving in a submarine in enemy waters, he volunteered to take a rubber boat and make a reconnaissance of the enemy-held coast. Under his direction a large party of men was safely evacuated from the beach. When the rubber boat capsized, his coolness and seamanship were responsible for its righting and contributed to the success of his ship's mission.

★ Alfonso Carrozzo, Aviation Cadet, USNR, Bronx, N. Y.: During the rescue of survivors in a lifeboat of a wrecked merchantman near Greenland 21 March 1943, he effected a perilous descent on the cargo net to the swamped craft which pitched dangerously near the rescuing cutter. Although the men were weak and numb from long exposure, he courageously boarded the boat, cleared a fouled line and tied another to one of the occupants who was then pulled to the vessel's deck.

★ Warren Bannett, CMM, USCG, Hillsboro Light Station, Fla.: He plunged into the heavy surf to rescue an Army officer and assist in the rescue of seven persons clinging to a swamped dinghy. Despite dangerous undertow, he reached safety with the injured officer and then directed the rescue of the others.



See page 55.



Official U. S. Navy photograph

HERO OF CORREGIDOR: Rear Admiral C. A. Lockwood, USN, commander of Submarines Pacific, pins the Silver Star Medal on William C. Boston, TM1c, in a ceremony at Pearl Harbor. During the prolonged siege of Corregidor, Boston risked his life on numerous occasions to carry out vital missions.

★ Richard D. Endean, CSK, USN, Chicago, Ill.: When a pilot attempted a forced landing 8 July 1943 and his plane crashed and burst into flame, Endean extricated the injured and helpless flyer just before the plane was consumed by fire.

★ John Z. Espe, ACOM, USN, Marshalltown, Iowa: While unloading bombs from an airplane 1 July 1943, his boat was set afire by an incendiary bomb dropped from the rack. He risked the danger of further fires and explosions to throw the remaining bombs overboard and dispose of detonators already dangerously hot. His prompt and brave action prevented probable injury to personnel.

★ Herman J. Fredette, CEM, USN, New London, Conn.: His coolness and unfailing good humor were great assets to morale of a submarine crew on patrol in enemy-controlled waters during which many enemy ships were sunk or damaged by the ship in which he served.

★ Vernon A. Rhodes, CY, USN, Salem, Oreg.: During seven strenuous war patrols in dangerous enemy waters, he performed his duties as chief yeoman and recorder of a fire control party with initiative and courage which contributed materially to the sinking or damaging of an important amount of Japanese shipping.

★ Robert M. Robison, CQM, USN, Flushing, N. Y.: During four extensive war patrols in a submarine, his exceptional alertness and cool courage under extremely hazardous conditions contributed in large measure to the success of his vessel in sinking a large amount of Japanese shipping.

★ Frank A. Skipper, CCSt. USN, Newville, Ala.: His resourcefulness and courage as a submarine crewman contributed materially to the destruction and damage of many tons of enemy shipping and warships. He performed his duties with outstanding skill under extremely hazardous conditions.

★ Harper A. Warner, CMoMM, USN, Oakland, Calif.: During eight war patrols in dangerous, enemy-controlled waters, he maintained his submarine engineering plant in constant preparedness. On one occasion, during a night surface engagement with an enemy subchaser, he directed operations of the plant with such expert technical skill that his ship was able to escape.

★ John D. Wither, CMM, USNR, Parma, Ohio: When an oil fire broke out in his ship, he entered the blazing compartment several times to secure boilers and machinery and to make sure all personnel had been evacuated. He remained fighting the fire until rendered unconscious by the fumes.

★ James C. Chain, SM1c, USNR, Salem, Ohio: He struggled through the icy waters of Kuluk Bay, Adak, Alaska, 26 August 1943, to effect the rescue of a shipmate who, unable to swim, was rapidly being carried toward the open sea. He supported the helpless man until a launch arrived and picked them up.

★ Logan J. Drury, MM1c, USN, Ottawa, Ill. (posthumously): Serving on the USS *Vincennes* off Savo Island 8-9 August 1942, he courageously made his way to a fire hose, although suffering acutely from a broken ankle, and valiantly fought to control the spreading flames until all hope of saving the stricken vessel was gone.

★ Arsenio R. Del Fattore, RM1c, USNR, Newark, N. J.: When his patrol craft grounded off Australia 22 June 1943, he accompanied an officer and two other men in launching the wherry and setting out for the mainland in a squall. When one man was dragged beneath the surface by undertow, he hauled him back to the reef and, despite severe foot lacerations, returned his dazed comrade to the stranded ship.

★ Peter Kallas, MoMM1c, USCG, Peabody, Mass.: During a raging fire at the Pemberton Supply Pier on 25 July 1943, he and two companions braved a wall of fire to save a picket boat moored to the wharf. Standing by while his two comrades dived over the side and swam toward the blazing boat, he sustained serious burns from the terrific heat. Despite his burns he managed to take his exhausted companions to shore.

★ Charles F. Poyneer, RM1c, USN: As sound operator aboard a submarine during four successive patrols against hostile convoys, Poyneer rendered invaluable assistance to his commanding officer by accurately analyzing the proximity of vessels and reporting their movements.

★ Thomas F. McGowan Jr., TM2c, USNR, Los Angeles, Calif., and Joseph Styer, Jr., GM2c, USN, Wellington, Ohio: During three successful war patrols in a submarine, they performed their professional duties with outstanding skill and resourcefulness, and contributed valuable assistance in the sinking of approximately 30,000 tons of enemy shipping.

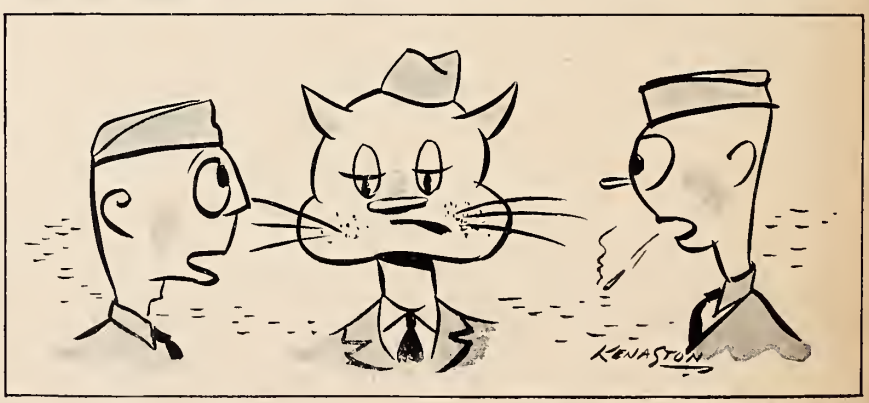
★ Robert Jay Montgomery, BM2c, USNR, Westville Grove, N. J.; Samuel M. Phillips, Jr., Cox, USNR, Augusta, Ga.; Gene A. Watkins, Cox, USN, Marietta, Ga.; Howard A. Myers, S1c, USNR, Waubun, Minn., and Edgar O. Roberson, S1c, USNR, Valdosta, Ga.: Bringing their own craft safely to the beach during the assault on Sicily 10 July 1943, the five men observed several soldiers floundering helplessly in the water after their landing boat had capsized. Making repeated trips, they brought survivors to shore and skillfully administered artificial respiration. Their courage undoubtedly helped save the lives of many men who might have perished.

★ Mirl J. Farrar Jr., Cox, USCGR, Virginia Beach, Va.: During the rescue of survivors in the North Atlantic, he unhesitatingly went over the side of his cutter and with three comrades succeeded in carrying two exhausted seamen up a net, despite freezing water and exceptionally rough seas.

★ Herman H. Kramm, GM3c, USCGR, Albany, N. Y.: Volunteering to man a small boat in the rescue of survivors from the USS *Plymouth* 5 August 1943, Kramm and several comrades went to the rescue of survivors floating helplessly downwind in turbulent seas. He worked tirelessly in helping keep the boat from flooding or being smashed and assisted in picking up several men from the shark-infested waters.

★ LeRoy T. Netterville, ARM3c, USNR, Greenville, S. C. (posthumously): Thrown clear by the crash of his plane near Fort Lauderdale, Fla., 5 August 1943, he risked his life to return to the blazing plane and release the pilot who was blinded, trapped and with his clothes aflame. He extinguished the flames, removed the pilot to a place of safety, built a smudge as protection against mosquitoes and covered 10 miles of difficult swampy terrain, including swimming a canal, in his search for aid. He succumbed 8 August from injuries and exposure.

★ Frank L. O'Brien, SF3c, USNR, Suffolk, Mass., and Jacob M. Krinsky, S1c, USNR, Brooklyn, N. Y.: While working with a Seabee detachment, they



Desert Log (NTS, Tucson, Ariz.)

"Just what is this cat fever I've heard so much about?"

discovered one of their shipmates caught in a strong undertow while attempting to swim ashore. They fought through the heavy surf to the man and supported him until he could be reached with a lifeline.

★ Norman B. Scaffe, EM3c, USN, Bowling Green, Fla.: While attempting the rescue of a shipmate washed overboard, 29 September 1943, he dove into dangerous waters and, after swimming 100 feet, secured a line around the man. Although the ship was nearly out of control in the mountainous seas and both men were in danger of being struck, he succeeded in his mission.

★ Charles Pfeifle, F1c, USN, Ashely, N. Dak. (missing in action): Bringing his own raft safely to the beach during the assault on Sicily, he observed several soldiers in the water after their boat had capsized. He unhesitatingly leaped into the surf to assist in their rescue. He skillfully applied artificial respiration, enabling the men to return to their units.

★ Robert J. Gamble, S1c, USN, Buffalo, N. Y. (posthumously); Robert W. Sirmons, S1c, USN, Tampa, Fla. (posthumously), and Richard M. Smith, S1c, USNR, Greenwood, S. C. (posthumously): During the sinking of the USS *Plymouth* 5 August 1943, with no thought of their own danger, they unhesitatingly gave their life jackets to shipmates. Entering a compartment to obtain other jackets for themselves, they were trapped and lost their lives.

★ Basil D. Izzi, S1c, USNR, Barre, Mass.: Thrown into the sea when his ship was torpedoed and exploded 2 November 1942, he gallantly fought off delirium and death during a 2,200-mile trip on a raft with two companions. Subsisting on fish, birds and rainwater, and tortured repeatedly by vain hopes of rescue, he bravely disregarded his own plight to uphold the morale of his companions.

★ Jacob Klein Jr., S1c, USCGR, Cleveland, Ohio: With utter disregard for his own safety, he swam three-fourths of a mile offshore into the Gulf of Mexico to reach two stunned and exhausted men whose life jackets had been fouled following the crash of an Army bomber into the sea. He towed both men to shallow water and safety.

★ Calvin E. Norris, S1c, USNR, Sycamore, Ohio: Following the collision of the SS *Gulf Belle* and the SS *Gulfland* 20 October 1943, as a member of the Armed Guard crew he jumped over the side with a life jacket. After attaining the side of a charred life boat he returned through smoke and flames to rejoin his commanding officer who was burned and exhausted. He supported the officer until both were picked up 30 minutes later.

★ Lt. (jg) James H. Harms, USNR, Chatham, Ill.: In a period of intense activity in the Solomon Islands from 21 June to 18 July 1943, he led 33 combat missions. During an interception by a large force of Japanese planes he unhesitatingly launched an immediate and daring attack, despite the enemy's numerical superiority, and sent one plane crashing in flames.

★ Lt. Comdr. George R. Henry, USN, Sonnette, Mont. (missing in action): Fearless and daringly aggressive in carrying the fight to the enemy in the face of continuous enemy odds, he indoctrinated his entire squadron with his own intrepid spirit and was largely responsible for the outstanding record of combat achievement by Fighting Squadron 21.



Official U. S. Navy photograph

HELPED PROTECT CONVOY: The Navy and Marine Corps Medal is pinned on Ralph M. Miller, EM2c, of Amarillo, Tex., by Rear Admiral Felix X. Gygax, USN, commandant of the Norfolk Navy Yard. Miller earned the award by his heroism when his destroyer, escorting a convoy, repelled an air attack.



★ Lt. Comdr. Raymond W. Vogel, USN, Coronado, Calif.: On 7 June 1943, when his four-plane division was attacked by several Zeros after a strikc at New Georgia Island, he destroyed one Zero and materially aided in the destruction of 10 planes accounted for by his division. He also led his division on many other combat missions.



★ Lieut. Howard U. Bush, USN, Coronado, Calif.: In addition to numerous combat missions, he led his torpedo squadron on three night operations in the Kahili-Shortland area 26 April to 17 July 1943 and, although subjected to intense antiaircraft defense, damaged at least two hostile vessels. He also contributed materially to the sinking of four enemy destroyers and three cargo vessels and to the damaging of one light cruiser and three destroyers.

★ Lieut George H. Gay Jr., USNR, Houston, Tex.: In addition to executing numerous combat missions against heavily fortified enemy positions, he participated in two night operations in Kahili harbor during the period 26 April to 17 July 1943 and successfully damaged at least two hostile vessels. He contributed materially to the sinking of five destroyers and three cargo vessels and to the damaging of one light cruiser and three destroyers.

★ Lieut. Walter J. Hiebert, USNR, Bingham Lake, Minn. (posthumously): Leading a division of four fighters in a 14-plane flight to intercept a Japanese attack on our shipping at Guadalcanal 16 June 1943, he shot down a dive bomber. He also participated in numerous patrols, task-force covers, escort missions and fighter sweeps despite intense concentrations of antiaircraft fire.

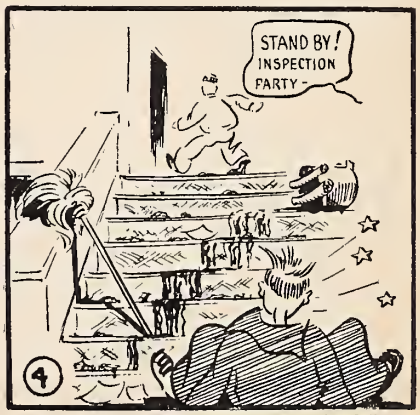
★ Lieut. William N. Leonard, USN, St. Petersburg, Fla.: Sighting approximately 35 Zeros during one interception assignment over the Russell Islands, he led his outnumbered 16 fighters into combat although they had been in the air over three hours. In the ensuing action, he accounted for two of the 14 Zeros destroyed by his flight without the loss of a single pilot. He completed numerous other missions from 27 April to 11 July 1943.

★ Lieut. John W. Shong, USNR, Riverdale, Mich.: In addition to executing many combat missions against heavily fortified enemy positions from 26 April to 17 July 1943, he participated in three night operations in Kahili and Kahili-Shortland harbors which contributed materially to the sinking of five destroyers and three cargo vessels and the damaging of one light cruiser and three destroyers.

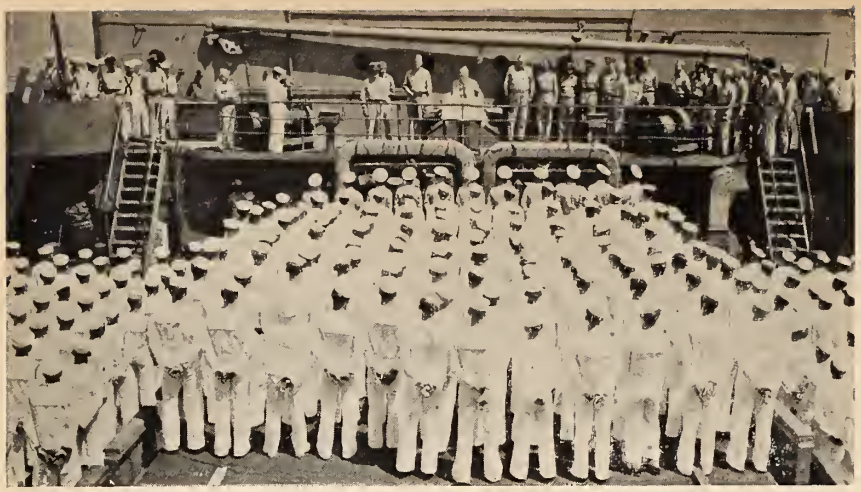
★ Lieut. William A. Shryock, USNR, St Paul, Minn.: As section leader and later as squadron commander, he led his flyers on numerous missions in the Solomon Islands between 8 March and 25 April and from 27 June through 25 July 1943. He scored many hits on assigned targets and contributed greatly to successful attacks against shore installations, air fields and shipping.

★ Lt. (jg) John P. Ayres Jr., USNR, New Orleans, La.: In a night flight at Kahili harbor, he made his low-level run with precision and fortitude even though under continual illumination by enemy searchlights. Although his plane was damaged he succeeded in making a dead stick landing at sea without injury to the plane's crew.

★ Lt. (jg) Stetson C. Beal, USNR, Lisbon Falls, Me.; Lt. (jg) Walter B. Calhoun, USNR, Meridian, Miss., and Lt. (jg) John M. Cleary, USN, Buffalo, N. Y.: When an enemy submarine was sighted by their PBY patrol plane, they rendered valuable assistance to the plane commander in launching a surprise attack. After raking the exposed decks with cannon fire, the plane dropped depth charges which broke the submarine amidships for a positive kill.



Penguinews (NAS, Minneapolis, Minn.)



Official U. S. Navy photograph

FREIGHTER CREW AWARDED UNIT CITATION: Standing at "parade rest" on the deck of the USS Alchiba, crewmen listen to Admiral William F. Halsey, USN. commander of the South Pacific Force, as he presents to them the Presidential Unit Citation. Hit by three torpedoes, the Alchiba was set afire and burned for five days, but her crew beached the ship, put out the fires and sailed her back to San Francisco (Information Bulletin, Sept. 1943).

★ Lt. (jg) Frank H. Bennett. USNR, San Francisco, Calif.: When his flight of three Wildcats was intercepted by 15 hostile Japanese bombers in the Solomon Islands 21 July 1943, he launched a courageous attack. In an accurately directed deflection burst he severely damaged one enemy plane and making a daring dive on another, sent it crashing into the sea with a withering blast of fire.

★ Lt. (jg) Cyrus G. Cary, USNR, Kelso, Wash. (missing in action): Against Japanese forces in the Solomon Islands from 27 April to 18 June 1942, he engaged in numerous air patrols, fighter sweeps and strafing raids. On 16 June, while on a mission to intercept an attack on our shipping, he unhesitatingly joined a raging air battle and sent one Japanese fighter crashing into the sea.

★ Lt. (jg) Raymond B. Cook, USNR, Palmyra, N. Y.: As a torpedo bomber pilot in the Solomon Islands from 26 April to 17 July 1943, he damaged at least two Japanese vessels and contributed materially to the sinking of five destroyers and three cargo vessels and to the damaging of one light cruiser and three destroyers.

★ Lt. (jg) Eduguardo M. Coppola, USNR, Brooklyn, N. Y.: While flying to intercept an intended Japanese attack on shipping at Guadalcanal, 16 June 1943, he joined action in a raging air battle. Maneuvering to obtain striking postion, he sent at least one Japanese dive-bomber crashing into the sea.

★ Lt. (jg) Vernon W. Gaston, USNR, Los Angeles, Calif.: In an action against two large flights of Zeros and dive bombers over the Solomons, he accounted for one of seven planes destroyed by his division. On 9 July 1943 his six-plane flight engaged approximately 45 Zeros over Rendova Island and he assisted two comrades in shooting down two of the hostile aircraft.

★ Lt. (jg) Travis H. Heard, USNR, West Monroe, La. (missing in action): When his four-plane formation intercepted a large force of enemy bombers, 4 July 1943, he attacked and shot down a Japanese bomber intent upon attacking our shipping.

★ Lt. (jg) Jack C. Hill, USNR, Silver City, N. Mex.: On 18 July 1943, he took part in a hazardous daylight raid on hostile ships in strongly defended Kahili harbor. He boldly pressed home his attack, thereby contributing materially to the success of the mission. He also took part in numerous missions against shore installations, airfields and shipping despite heavy opposition.

★ Lt. (jg) Edwin E. Hughes, USNR, New Smyrna Beach, Fla.: In a night flight in Faisi harbor, he completed his run despite continual illumination by enemy searchlights. He also executed extremely hazardous missions against strongly fortified installations.

★ Lt. (jg) Charles Jackson, USNR, Cleveland, Ohio (posthumously): In a period of intense activity from 21 June to 18 July 1943 in the Solomon Islands, he engaged in 26 actions, including the initial attempt of Wildcat fighters to serve as escorts to Bougainville. On 18 July he destroyed one Zero in a brilliant attack against enemy planes.

★ Lt. (jg) Thomas C. Johnson, USNR, Durham, N. C. (missing in action): He led his flight on 30 combat missions for a total of 188 flying hours between 21 June and 17 July 1943 in the Solomon Islands. On 30 July he launched an attack against a large formation of Zeros and destroyed one. Later the same day his flight intercepted a force of enemy bombers and. together with his wingman, he sent one crashing into the sea.

★ Lt. (jg) Tom W. Lindsey, USNR, Willacoochee, Ga.: In an operation over Rendova Island, 30 June 1943. he dived to attack a formation of enemy twin-engined bombers with his four-plane flight, effectively caught one of the bombers on his first pass and sent it crashing in flames. He also engaged in 27 other combat assignments.

★ Lt. (jg) John W. Ramsey, USNR, Gridley, Calif.: On 16 June 1943 his four-plane division of fighters intercepted two large flights of Zeros covering dive bombers. In the ensuing action, he accounted for two of seven Zeros destroyed by his flight. He directed his division in numerous patrols, task-force covers, sweeps and strafing raids from 28 April to 8 July 1943.

★ Lt. (jg) Charles H. Schild, USNR, Monroeville, Ohio.: When his four-plane division intercepted a formation of 20 enemy dive bombers and 30 Zeros, 16 June 1943, he sent two of them crashing in flames. On 21 June 1943, near Savo Island, he destroyed a Japanese twin-engine bomber in a daring run. On many other occasions he accomplished difficult missions.

★ Lt. (jg) George H. Smith, USNR, Elmhurst, Ill.: When his division of fighters intercepted a large force of Japanese bombers and Zeros west of Rendova Island, he pursued a bomber until he brought it down despite overwhelming odds. Again, on 4 July 1943, his four-plane division attacked a larger Japanese force and he sent another Japanese bomber crashing in flames.

★ Lt. (jg) Robert J. Snell, USNR, Bonita, Miss. (missing in action): Undeterred by severe enemy opposition, he took part in six bombing missions against Japanese positions from 26 April to 5 June 1943. On June 5 he contributed materially to the sinking of one Japanese destroyer and the damaging of another before being shot down.

★ Lt. (jg) James L. Sweetser, USNR, Portland, Me. (missing in action): Taking part in a night flight on 19 May 1943 he completed a low-level run despite constant searchlight illumination. In numerous and hazardous operations against the Japanese, he contributed materially in seriously damaging enemy shore installations.

★ Lt. (jg) Frederic P. Vanderhoof, USNR, Olympia, Wash.: When his four-plane division sighted enemy dive bombers over Rendova Island, he courageously followed them down. attacked as they skimmed over the water and sent one enemy plane crashing into a cove. From 21 June to 17 July 1943 he participated in 32 actions against the Japanese in the Solomons area.

★ Lt. (jg) Charles G. Wall, USNR, McComb, Miss.: On 30 June 1943, near Rendova Island, his four-plane division intercepted a formation of enemy bombers covered by Zeros. Surrounded by hostile planes, he fought valiantly, destroying one Zero. He also engaged in 25 other combat missions.

★ Lt. (jg) Raymond C. Wicklander, USNR, Washburn, N. Dak.: On 18 July 1943, operating at maximum range for his plane, he participated in a raid on enemy ships in Kahili harbor and contributed much to the success of this dangerous mission. He also took part in numerous raids, strafing attacks and sweeps on enemy shipping.

★ Ens. Charles L. Arthur, USNR, Upland, Calif.: He skillfully shot down one Zero before being forced to make an emergency landing on 21 July 1943 when his flight of three Wildcats intercepted 12 Zeros covering 15 Japanese

dive bombers over Blanche Channel. He also participated in many other combat missions.

★ Ens. George H. Davidson, USNR, Lake Como, Fla.: In the Solomon Islands from 21 June to 18 July 1943, he engaged in 24 combat missions. On 15 July he and his division of fighters attacked eight enemy bombers protected by 25 Zeros. In effecting a violent right turn to avoid an attacking Zero, he observed another Zero swinging in to attack. By skillful maneuvering he released a burst of tracers which destroyed the fighter.

★ Ens. James E. Foy, USNR, Atlanta, Ga.: Over Rendova Island, 1 July 1943, he intercepted an intended dive-bombing attack on our installations and despite determined passes by enemy fighters sent one bomber spinning into the sea. On 18 July, while on escort to Kahili, his flight engaged a formation of enemy planes and he destroyed a Zero.

★ Ens. Herman Lyons, USNR, St. Elmo, Ill.: When his four-plane division of fighters intercepted enemy dive bombers over Rendova Island, he destroyed one bomber with an aggressive attack. Between 21 June and 17 July 1943, he engaged in 33 combat missions, flying a total of 108 hours.

★ Ens. John P. Pierson, USNR, Stamford, Conn.: When enemy fighters attempted interception of our striking force off Kahili 18 July 1943, he promptly maneuvered for position and, giving his section leader extremely effective support, shot down one Zero.

★ Ens. Jack H. Reddinger, USNR, Jackson, Mich. (missing in action): Intercepting a large formation of Japanese bombers over Munda, he promptly engaged the enemy. With Zeros closing in on all sides, he downed two of them. He exhibited gallant fighting spirit through this and numerous other actions.

★ Ens. Charles S. Williams, USNR, Auburn, N. Y.: Making a high side approach on a Zero covering a dive-bomb raid on Rendova, he destroyed the enemy plane. He also took part in 27 combat missions between 21 June and 17 July 1943 in the Solomons area.

★ Ruel W. Davidson, Aviation Cadet, USNR, Birmingham, Ala.: During a low-altitude daylight bombing attack on Japanese ships in Kiska harbor, and in the face of intense antiaircraft fire and continuous attack by six Zeros, he performed his duties with courage and determination, thereby contributing to the severe damaging of two enemy vessels and the probable destruction of two Zeros (8 August 1942).

★ John R. Carlin, ACMM, USN, Sparrows Point, Md.; Ray F. Bradley, AOM1c, USN, Alabama City, Ala.; Vito A. Capite, AOM1c, USNR, Worcester, Mass.; Roy M. Fortner, ARM1c, USN, Copperhill, Tenn.; William W. Herlihy, ARM1c, USN, Westboro, Mass.; Edward O. Jones, ARM1c, USN, Atlanta, Ga.; Pierce J. Lyons, AMM1c, USN, New York, N. Y.; Hans J. Oleson, AMM1c, USNR, Gayville, S. Dak.; William A. Perisho, AMM1c, USNR, Zearing, Iowa; Leo L. Mahoney, AMM2c, USNR, Aurora, Ill.; James T. Freund, AMM3c, USN, Penn Run, Pa.; Everett M. Hunt, S1c, USN, Norfolk, Va., and Walter A. Kmieciak, S1c, USN, Lorain, Ohio: When an enemy sub was sighted, these crewmen of patrol planes in the South Atlantic carried out their duties with thoroughness and efficiency. Expert marksmanship strafed the U-boat and prevented the enemy crew from manning their guns, thereby helping destroy the craft.



Muzzle Blast (Air Gunners School, Hollywood, Fla.)

"Part your hair in the middle?"

★ William H. Jackson, ACMM, USN, Endicott, N. Y.; Harry E. Porter, AMM1c, USN, Savannah, Ga.; Orville P. Walker, AMM1c, USN, Fullerton, Ky.; William F. Land, ARM2c, USNR, Miami, Fla., and John F. Connelly, AMM3c, USN, Woodside, N. Y.: When a U-boat was sighted on the surface about eight miles away, these crewmen of a PBY patrol plane rendered valuable assistance to the plane commander in launching a surprise attack. The sub's deck was raked with cannon fire and depth charges broke it amidships, leaving oil and wreckage scattered across the sea.

★ Richard Bass, AMM1c, USN, Stantonsburg, N. C.: Manning a gun when his patrol plane sighted a U-boat, he strafed the sub and prevented the enemy crew from manning their guns, thereby contributing to the eventual destruction of the ship.

★ Martin J. Battuello, AMM1c, USN, Calumet, Mich.: When his plane was attacked by six enemy fighters over Kiska harbor, he cleverly feigned an injury and lured one of the Jap planes into close range. He then poured a stream of lead into the Zero which fell to probable destruction (8 Aug. 1942).

★ Anthony W. Brunetti, ARM1c, USN, Bridgeport, Conn.: As radioman-gunner of a dive bomber in the Solomons from 26 April to 28 July 1943, he carried out his duties with extreme skill and courage. On 17 July he took part in a raid on Japanese ships in the waters off Kahili and shot down one Zero, thereby contributing to the success of his squadron in sinking four destroyers and severely damaging a light cruiser.

★ Lyle H. Fast, ARM1c, USN, Montrose, Calif.: As radio-gunner of a dive bomber in action against Japanese forces in the Solomons from 28 September to 5 November 1942 he participated in numerous missions. On 8 October he destroyed an enemy float plane. Later he effectively strafed hostile positions, enabling our ground forces to repulse a threatened attack.

★ Chester F. Heilig, PhoM1c, USN, Minneapolis, Minn.: As photographer in a Ventura bomber in the Aleutians from 24 June to 15 August 1943, he took part in 16 special flights to obtain low-level photographs of landing beaches and enemy installations. Although his plane was damaged twice by Jap gunfire, he persisted in his photographic runs, climaxing six of them with low-altitude bombing attacks upon the positions photographed.

★ James A. Welch, ARM1c, USNR, Ramhurst, Ga.: As a crew member of a bomber attached to the Atlantic Fleet, he sustained painful shrapnel wounds in the head during an engagement with a U-boat. He continued to carry out his duties in the smoke-filled radio compartment while his crippled plane pressed home an aggressive attack with depth charges. By transmitting emergency signals when his plane was forced to make a water landing, he contributed to the subsequent rescue of the surviving crew members.



J. A. Welch, ARM1c

★ William A. Combs, ARM2c, USN, Belhaven, N. C.: When his torpedo bomber was attacked by seven Zeros during an unescorted flight over Rendova on 30 June 1943, he shot down one with an accurate burst of fire. Later, he probably destroyed a bomber which was returning from an attack upon our shipping in Blanche Channel.

★ Thomas Panno, ARM2c, USN, Linden, N. J.: During a period of intense activity against the Japanese from 28 September through 5 November 1942, he rendered invaluable service to his pilot as radio-gunner of a dive bomber. During numerous missions he helped sink several Japanese warships and transports. On 19 October he aided materially in destroying a hostile float plane as it attempted to intercept our bombing attack on Jap installations.

★ Bernard G. Robinson, AMM2c, USN, Redwood, City, Calif. (posthumously): As turret gunner in a torpedo plane during a strike against Japanese shipping in Kahili harbor, he opened fire on a Zero and destroyed it. When his plane was subsequently attacked by three Zeros, he succeeded in scoring a direct hit which sent one into the sea.

★ Robert R. Seneker, ARM2c, USN, Los Angeles, Calif.: As radioman-gunner in a bomber from 26 April to 28 July 1943, he helped inflict serious damage on Japanese shore installations and shipping. During a raid against enemy vessels off Kahili on 17 July, he shot down one Zero, thereby contributing to the success of his squadron in sinking four destroyers and in severely damaging a light cruiser.



R. R. Seneker, ARM2c

★ Anthony Albert, ARM3c, USNR, Gloucester, Mass.: As gunner of a PBY patrol plane, he rendered valuable assistance to the pilot in launching a surprise attack on a submarine. The sub's deck was raked with cannon fire, and depth charges raised it completely out of the water and broke it amidships. Oil and wreckage proved the U-boat had been destroyed.

Letters to the Editor

(*Continued from Page 36*)

say that is the reason why the badge resembles the globe.—E.W.A., F1c (EM).

• *O. K. Any others?*—ED.

TO THE EDITOR:

On page 57 of your January 1944 issue, I noted in your "What is Your Naval I. Q.?" column that the question was asked: "Has the Navy an official song?" The answer to this was "No. *Anchor's Aweigh*, often referred to as such, was written as a football and rally song and has never been officially recognized as other than that."

I would like to invite your attention to a letter from the Chief of Naval Personnel to the Commandant, Fifth Naval District, relative to the Victory verse of *Anchor's Aweigh* (copy attached). While this letter does not officially designate *Anchor's Aweigh* as the naval song, it is clearly a recognition of *Anchor's Aweigh* and of its author, Capt. Alfred H. Miles, USN (Ret), now on duty as commanding officer of the section base at Little Creek, Va.; and there does not seem to be any doubt but that usage makes *Anchor's Aweigh* the Navy song.

(The letter said: "It is anticipated that an account of the circumstances under which the song Anchor's Aweigh *was composed, together with the new verse for the song, will appear in a coming issue of the Bureau of Naval Personnel Information Bulletin. [The article was carried in the February 1943 issue, page 34.] The commandant is requested to convey to Comdr. A. H. Miles,* USN *(Ret), the congratulations of the Chief of Naval Personnel on the outstanding success of the song.")*

This information is given you for the benefit of the editor of your I. Q. column and was obtained from Captain Miles. You are correct in stating that *Anchor's Aweigh* was originally written as a football song but it has outgrown that and now, by universal usage throughout the world, *Anchor's Aweigh* is entitled to recognition as the official Navy song.—G.L.M., Lieut., USNR.

• *The answer still stands. The Navy Department has not designated any song as official. The* BULLETIN, *however, is pleased if publication in the* BULLETIN *constitutes a high honor.*—ED.

TO THE EDITOR:

Is a man who served four years in the Army entitled to wear a hash mark on his Navy uniform? I would like to receive this magazine monthly. —J.P., CM1c.

• *As to the hash mark for Army service, no. The* INFORMATION BULLETIN *is published for all hands and you should seek a copy each month from your immediate commanding officer or your library. It is not mailed to individuals. See note on page 71 of this issue concerning distribution of the* BULLETIN.

TO THE EDITOR:

In the BULLETIN of January 1944, page 56, it is stated that "Men who served for the 'duration' in World War I are allowed to wear one 'hash mark' for this period of service, even though less than four years."

The instructors of the Specialist (S) Shore Patrol Service School are interested in knowing where the authority for this statement can be found, as Uniform Regulations make up a part of the curriculum of this school.

The authority for wearing a service stripe upon completion of a full four years of active service is stated plainly both in Navy Regulations and Uniform Regulations, but we have not been able to find the authority for the above statement in either.

The question also has arisen as to whether 'hash marks' earned while in the Army may be worn on a Navy uniform.—W.G.B., Y3c.

• *In Bureau of Navigation Circular Letter No. 109-19, 4 August 1919, permission was granted to discharged 'duration of the war' men who reenlisted to wear a service stripe for their 'DOW' enlistment. As to hash marks for Army service, the answer is no.*—ED.

TO THE EDITOR:

The attached drawing is intended as a suggestion [for the top of the back cover] to provide more complete coverage of the BULLETIN to all hands. Some individual in each unit could be required to enter the names on the list and provide for distribution to the first name on each copy. This individual would enter his name last, and when each copy had been circulated and returned to him, he would reroute it to the names on lines A, B and C, if any. When returned, the copies would be placed on file or made accessible to personnel for further reading.—W.R.J., Navy Dept.

• *The suggestion is appreciated but has not been followed because BuPers does not wish to undertake to tell local commanding officers how to distribute the* BULLETIN *beyond its basic directive (see page 71) that all hands have quick and easy access to each issue of the* BULLETIN. *However, the suggested routing slip is reprinted herewith for such use as may be seen fit by individual commands.*—ED.

TO THE EDITOR:

It has repeatedly come to my attention that many officers and men are uninformed as to the naval and military insignia of our allies. It is suggested that charts illustrating these insignia be published in an early issue of the INFORMATION BULLETIN.—C.E.F., Jr., Comdr., USN.

• *An article on this subject, with illustrations in color, will be printed in the* BULLETIN *in the near future.*—ED.

TO THE EDITOR:

Are applications still being taken for admission to the Navy School of Military Government and Administration? If so, what are the requirements—H.S., Lieut., USNR.

• *Yes, the Navy is asking and receiving such applications from officers in the service at the present time. See* INFORMATION BULLETIN *for January, page 56, for requirements.*—ED.

TO THE EDITOR:

I would like to know if a regular Navy man on a six-year enlistment is eligible for a Good Conduct Medal at the end of three years.—E.N.B., Y3c, USN.

• *Yes. You may wear a ribbon bar at the end of three years and a pin bar at the end of six years. This is subject to the usual regulations, that you must have the recommendation of your commanding officer, have the required marks and have no offenses charged against you.*—ED.

TO THE EDITOR:

On reading Alnavs 163 and 164 of 21 September 1943 to 20 October 1943 in the November issue of the BULLETIN, it is found that these Alnavs do not contain the information which is briefed in that issue, page 77, under the heading Alnavs, regarding information on courses in naval construction and enigneering and naval architecture. Where may this information be found?—J.E.McB., Lt. (jg), USNR.

• *This information appeared in All Ships and Station Despatches 222224 and 222124, of September 1943 (issued by the Chief of Naval Personnel). By coincidence, these despatches were numbered 163 and 164, and issued at the same time as Alnavs 163 and 164, and mistaken for the Alnavs.*—ED.

TO THE EDITOR:

Was the USS *Gwin* awarded the Presidential Unit Citation for action on the night of July 6, 1943?—L.B.C., CBM, USN.

• *No.*—ED.

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To the Editor:

In your December 1943 issue, inside back cover, you published an official Marine Corps photo, giving *Navy* credit. I was of the opinion that Marine Corps credit is given to all photos by Marine photographers. Also, all the pilots in the OS24 formation are Marine pilots stationed at this field and patrolling the Caribbean waters, who, in my opinion, should receive due credit for such precision flying.

It made me extremely happy though to see that photograph published, as it is my most highly prized shot taken to date, and I sincerely thank you.—H.K., MTSgt., USMC, Photographer.

• *There was no indication on the original photograph sent to Washington that the picture, showing nine planes in close massed formation, was made by a Marine Corps photographer. Marine Corps credit always is given when it is known that the photographs have been made by a Marine Corps photographer. And in this instance especially: all credit for real bell-ringing flying and photography.*—Ed.

To the Editor:

Now that the chief steward and chief cook are no longer allowed to wear khaki uniforms, what will be our uniform for summer? Are we allowed to wear slate gray? Are we allowed to wear the garrison cap?—C.A.D'V., CSt, USN.

• *The uniform for summer, white. You will not be allowed to wear slate gray until it is authorized for all enlisted men in the Navy. Garrison cap, no. The khaki uniform was never authorized for cooks and stewards.*—Ed.

To the Editor:

I enlisted in the Navy 11 December 1933 and was discharged (E.E.) (C.G.) 15 September 1937. I reenlisted 18 September 1939, and my understanding was that my previous service was to be applied on transfer to the Fleet Naval Reserve after 20 years' service.—C.R.L., SC1c, USN, F.P.O., New York, N. Y.

• *Yes, according to present rulings, provided you are physically qualified for duty at the end of your twentieth year of service, broken or otherwise.*—Ed.

To the Editor:

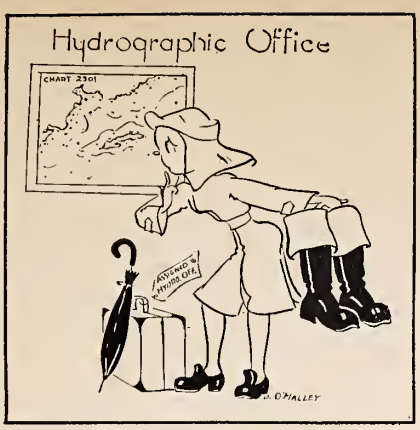
In your January 1944 issue, page 69, under "Service Requirements for Longevity Pay," you state that: "For commissioned warrant officers, only commissioned service, active and inactive, applies. However, warrant officers promoted to commissioned warrant officers may elect to continue to *draw warrant officers' pay* and to *receive commissioned warrant officers' allowances.*"

Information is required as to the correctness of the above, underlined [*printed in italics*].

If correct, does this apply only to warrant officers who are promoted to commissioned warrant, or also to CPO's and PO's first class who are promoted to commissioned warrant?

Disbursing officers have ruled that they cannot pay the pay of a warrant and the allowances of a chief warrant.—E. N., Ch.Mach., USN (Ret), Kansas City, Mo.

• *The paragraph quoted above was correct and applied only to warrant officers promoted to commissioned warrant, not to CPO's and PO's first class.*—Ed.



WAVES Newsletter (Washington, D. C.)

"Oh-h! I thought it had something to do with water!"

To the Editor:

After going over the article in the January Information Bulletin, on "Service Requirements for Longevity Pay," I find that my service does not quite fit in any place. Yet it seems to me it should be worth pay as well as that listed. It includes National Guard, 1923-26 and 1938-1940; Regular Army, federal service, 1926-27; Army Officers Reserve Corps, 1926-1941, and active Naval Reserve, 1941 to date.—P.R.B., AMM1c, USNR.

• *Your regular army and present naval service both count toward longevity pay. Only service in the active National Guard may be recognized for this purpose. The service in the Army Officers Reserve Corps cannot be counted, except for periods of active (not training) duty. Read the article over again, carefully, and the answers for each of your previous periods of service should be clear. Service not covered in the article may be construed as service that does not count for longevity pay. Note: a bill [S1690] is now before the Congress to allow all service in the Army Officers Reserve Corps to be counted toward longevity pay.*—Ed.

To the Editor:

I have been trying to find out how men are picked for naval air pilot training. I have taken the required physical twice and have passed both times. Others take the exam once and sometimes get called almost immediately. I would appreciate it very much if you could give me some information on how I could find out my status.—A. G. C., ACRM.

• *BuPers Circular Letter 149-43, printed in the 15 August 1943 Navy Department Bulletin, amended by 283-43, printed in 31 December Bulletin, explains in detail how to write a letter via your commanding officer applying for aviation training. Waiting lists are maintained by commands named in BuPers circular Letter 149-43.*—Ed.

To the Editor:

Uniform Regulations, Chapter XV, states that the ribbons and medals included in paragraph 15-4 are to worn in the order listed. However, when more than one row of three ribbons is worn there seems to be nothing in the regulations which clearly states whether the order begins at the top or the bottom of two or more rows, nor is it clear whether the order passes from left to right or right to left across each bar.—I.W.S., Lieut. (ChC), USN.

• *By BuPers Circ. Ltr 107-42, 29 July 1942, Article 15-2, Uniform Regulations, was amended to read: "Subparagraph (d) add the following sentence: (d) the arrangement of the service ribbons by seniority (indicated in Art. 15-4 below) shall be from the top down and from inboard-outboard on the left breast of the blouse."*—Ed.

To the Editor:

I would appreciate information with reference to clothing allowance for a chief petty officer recalled to active duty a day after having been placed on the retired list. I feel I am entitled to the clothing allowance.—W.D.R., Chief Boatswain, USN.

• *Whether discharged, released from active duty, or retired, the regulations are the same. An enlisted man must be out of the service three months or more before he is entitled to the clothing allowance upon his return to active duty. Therefore, you are not entitled to it.*—Ed.

To the Editor:

I would like to know if applications are again to be processed for E-V(S), WO.-A.W., Ens., USMS.

• *For permanent appointment of men from civilian life, no. For temporary promotion of men in the service, yes. BuPers Circular 152-43 outlines the policy regarding promotions of enlisted personnel to temporary ranks. A commanding officer may recommend a petty officer first class or above for warrant or commissioned rank any time he sees fit. This includes petty officers first class, CPO's, warrants and commissioned warrants, who may be recommended for rank as high as lieutenant (junior grade).*—Ed.

Editors Note: A letter suggesting that hammocks no longer be issued has been received but is not published because letters making specific suggestions concerning official matters should be addressed officially to cognizant authorities. Local commanding officers can indicate the cognizant authority in each instance.

To the Editor:

I would appreciate information regarding retirement pay for chief petty officers (permanent appointment) who have served 20 years, on the basis of the present monthly pay of $138.—C.L.C., Y2c, USNR.

• *Present retirement laws and regulations are so extensive that an answer to the above question would be impossible without additional details of the individual case. It is suggested you seek the answer from your personnel officer or disbursing officer.*—Ed.

How Is Your Arithmetic?

(1) Write 10 by using five 9's.

(2) Write 100 by using five 3's.

(3) Write the largest possible number using four 1's.

(*For answers see page 60*)

I-WITNESS

First Broadcast Of Actual Attack Against U-Boat

Listeners tuned in on the Meet Your Navy *program on 28 January heard a recording, the first ever broadcast, describing an actual attack against a German U-boat. Varying roles were played by an aircraft carrier, escorting destroyers and aircraft. The commentator was Lieut. Charles E. Dillon,* USNR, *of Alexandria, Va., on the escort carrier. Following is a transcript:*

DILLON: A moment ago here in the air plot of this carrier, which is the nerve center of all radio communication with Avengers and Wildcat fighters in the air, we caught a radio transmission from another U. S. aircraft carrier in the same area — she is very close to us here — apparently she is in the middle of making an attack. We're going to try to keep on her radio frequency now and see if we can pick up some more of her transmissions.



Lieut. Dillon

CARRIER: Keep sharp lookout for debris.

DILLON: That was the carrier — that was the other carrier we're listening to, telling her destroyers to be on the lookout for debris—one of the pilots apparently attacked a submarine which has submerged. A lot rier are gathered around this radio receiver here listening very intently to the other ship—it's the same kind of ship—making an attack on submarines that this ship also is looking for.

DESTROYER: We are heading for spot that hearse submerged—we are heading for spot that hearse submerged. Let me know when you can see me—over.

PLANE: This is Brad (Lt. (jg) Harold G. Bradshaw), I can both see and hear you—over.

DESTROYER: Does this look about right—does this look about right—the course—over?

PLANE: About five degrees to starboard, relative—over.

DILLON: That was one of the screening destroyers of the other carrier we're listening to, saying that she was heading for the spot that hearse submerged. Hearse, of course, means submarine. The destroyer was talking to one of the Avenger bombers in the air near her. The Avenger, of course, made the original attack. That destroyer out there working with the airplane—you can imagine the scene, the airplane is circling around over the destroyer, the submarine is under the surface—the destroyer is listening for it with its sensitive sound instruments.

DESTROYER: We have contact. We have contact; watch us. We have contact, watch us—over.

PLANE: Roger from Glenn.

CARRIER: Drop pattern, drop pattern—answer.

DILLON: The destroyer says he has a contact, to come in—the plane replied and the carrier came in on it.

CARRIER: Are you still on the beam—over?

DESTROYER: Affirmative, affirmative.

DILLON: The other carrier we're listening to called its destroyer out there over the submarine, asking if the destroyer could still hear the submarine. The destroyer said that he could, that affirmative, affirmative he was still on the beam, that he could still hear the submarine.

DESTROYER: He's going very slow, he's going very slow. Don't let him get away—over.

DILLON: You heard the destroyer saying he was going very slow, warning, "Don't let him get away."

DESTROYER: I think I've got him, I think I've got him, watch us—over.

DESTROYER: I've got him, I've got him now—over.

DILLON: The destroyer says he's got him, he's got him now.



Acorn Action (ATD, Port Hueneme, Calif.)

"Hey, you!" *"Who, me?"*

Answers to Quiz on Page 47

1. Panama canal (width), Brooklyn bridge (height).
2. (d).
3. The *Alfred, Columbus, Cortez, Andrea Doria* and *Providence* (December 1755).
(a).
5. That part of the hull which is alternately under and out of the water as the ship rolls.
6. (c).
7. At the magnetic equator, the earth's magnetism is horizontal only. At all other places it has a vertical component. Because of the absence of vertical magnetism, induced vertical effects on compasses can be separated from permanent effects and adjustments can be made which will greatly assist establishment of permanent correctors.
8. On the "water wagon."
9. Captain Hopley Yeaton, 21 March 1791.
10. She was Admiral Dewey's flagship at Manila Bay.
11. Green, representing Europe; black and white, representing Germany; brown for Africa; red, green and white, for Italy; and red, white and blue for the U. S.
12. Deceased American Navy, Marine Corps and Coast Guard officers and enlisted men who have rendered distinguished service to their country, above and beyond the call of duty; former secretaries and assistant secretaries of the Navy; members of Congress who have been closely identified with naval affairs; inventors.
13. True.
14. (c).
15. A Japanese aircraft carrier of the Akagi class.
16. (b).
17. (c).
18. Active status: (a) full commission, (b) reduced commission, (c) in service not in commission; inactive status: (a) commission in reserve, (b) commission in ordinary, (c) out of commission, not in service
19. A commander-in-chief.
20. A schooner without topsails.

Answers to Problem on Page 59

(1) 99 divided by 99 plus 9 equals 10.
(2) 33 times 3 plus 3/3 equals 100.
(3) 11 raised to the 11th power (11^{11}).

BuPers
POSTING MATTERS OF PARTICULAR INTEREST AND IMPORTANCE TO NAVAL PERSONNEL
BULLETIN BOARD

HOW AND WHEN YOU MAY VOTE (IV)

As this article is written the Congress is considering amendments to the existing servicemen's voting law (Act 16 September 1942, Public Law 712, 77th Congress, otherwise known as "The Ramsay Act"). Several states, including Maryland and Ohio, are awaiting congressional action to consider the passage of further special legislation for servicemen voting. The information below is based on the law as it existed on 15 February 1944.

The following five points are emphasized:

1. The commanding officer of each unit should have available an adequate supply of postcard applications for absent voters' ballots. However, reproduction locally or in letter form is permissable. A copy of such postcard application is printed on next page.

2. The applicant for a *primary* ballot must state his party affiliation or preference.

3. The applicant should print or type his name and address under his signature on the application.

4. No commissioned, non-commissioned, warrant or petty officer shall suggest to any member of the armed forces that he shall vote, shall not vote, or that he shall vote or not vote for any candidate.

5. Any question as to the eligibility of a serviceman to obtain a complete state ballot should be referred to his Secretary of State at once.

There is balloting in 15 states prior to 1 June, namely, a state election in Louisiana and party primaries in the 14 states as indicated below.

ALABAMA

Alabama holds its first Democratic primary on 2 May and its run-off Democratic primary on 30 May. There are no Republican primaries in Alabama.

The election authorities interpret the laws regulating primaries as unaffected by the Ramsay Act.

The serviceman, desiring to vote in the coming Democratic primaries, makes application to the probate judge of his home county not more than twenty (20) days or less than five (5) days before primary day. No special form of application is required. The postcard will be honored. A separate application must be made for each primary. Registration and payment of poll tax are required. Upon receipt of the ballot, it should be executed at once according to accompanying instructions and received back by primary day.

CALIFORNIA

California holds its primaries on 16 May.

The serviceman desiring a ballot may make application at any time. *The party affiliation of the applicant must be indicated.* No special form of application is necessary. The postcard application will be honored. While registration is necessary, if any applicant is not registered, a ballot will be forwarded to him with an accompanying affidavit. When the ballot and the affidavit are made out and received back in California, it will constitute registration.

Upon receipt of the ballot, the serviceman should execute it at once in accordance with accompanying instructions. It must be executed by 16 May and received back in California by 1 June.

FLORIDA

Florida holds its first primary on 2 May and its run-off primary on 23 May. The seviceman should make application on the postcard application. One postcard application is sufficient for both primaries. *The applicant must state his party preference.* Registration is not required. The applicant must be stationed without the state. If a voter has never been registered, it is expected that the local canvassing board will record his votes for candidates for federal offices only. Application should be made at once. The ballot should be executed according to accompanying instructions and received back by primary day.

ILLINOIS

Illinois holds its primaries for the nomination of candidates for both federal and state offices on 11 April. By special provision the names of candidates for state, county and local officers are printed on the special war ballot. If a serviceman desires to vote, he should forward the postcard, a copy of which accompanies this article. *The applicant must indicate his*

IF YOU LIVE IN ALABAMA, CALIFORNIA, FLORIDA, ILLINOIS, INDIANA, LOUISIANA, MARYLAND, NEBRASKA, NEW JERSEY, NORTH CAROLINA, OHIO, OREGON, PENNSYLVANIA, SOUTH DAKOTA OR WEST VIRGINIA THE FOLLOWING INFORMATION IS OF INTEREST TO YOU

State	Election* Date	Earliest date state will receive soldiers' application for: "official war ballot" covering only federal offices to be voted on	Earliest date state will receive soldiers' application for: regular state absentee ballot covering all offices to be voted on	Latest date application for ballot will be received	Date on or before which executed ballot must be received back in order to be counted
Ala.	2 May 30 May	Not applicable Not applicable	12 April 10 May	26 April 24 May	2 May 30 May
Calif.	16 May	At any time	At any time	10 May	Marked by 16 May and received by 1 June
Fla.	2 May 23 May	At any time At any time	At any time At any time	No time limit No time limit	2 May 23 May
Ill.	11 Apr.	13 March	13 March	6 April	11 April
Ind.	2 May	Not applicable	2 April	17 April	2 May
La.	18 Apr.	Not applicable	At any time	At any time	18 April
Md.	1 May	At any time	17 March	No time limit	Must be marked by 1 May and received back by 8 May
Nebr.	11 Apr.	Not applicable	12 March	9 April	Must be mailed by 10 April and received by 14 April
N. J.	16 May	At any time	At any time	At any time	16 May
N. C.	27 May	At any time	At any time	At any time	27 May
Ohio	9 May	Not applicable	9 April	4 May	5 May
Oreg.	19 May	Not applicable	9 April	8 May	13 May
Pa.	25 Apr.	6 March	6 March	25 March	Must be mailed by 25 April and received by 5 May
S. Dak.	2 May	Not applicable	10 April	No time limit	Must be marked by 17 April and received by 2 May
W. Va.	9 May	Not applicable	At any time	29 April	9 May

* All elections listed in this box are primary elections except for the State of Louisiana, which holds its regular election for state or local officers on date shown.

party affiliation. This postcard should be mailed so that it will be received by the Secretary of State at Springfield on or immediately after 13 March. Upon receipt of the ballot, it should be executed in accordance with accompanying instructions. It must be returned to the officer (election official) from whom it was obtained in time for delivery by him to the proper polling place before the closing of the polls on the day of the primary.

Amendments to the election laws, recently enacted by a special session of the Illinois legislature, are not effective until after the coming primary.

INDIANA

Indiana holds its primaries on 2 May.

The election authorities interpret the laws regulating primaries as unaffected by the Ramsay Act.

Therefore, the serviceman, who desires to vote, must make application for a complete state ballot. No special form of application is necessary. The postcard application will be honored. However, if the printed postcard is used, the serviceman should strike out the words "official war ballot" and insert "state absentee ballot." In order to obtain such ballot the applicant must be registered.

The applicant must indicate his party affiliation. The application should be received by the Secretary of State, Indianapolis, not before 2 April nor later than 17 April. Upon receipt of the ballot, it should be executed at once according to accompanying instructions and promptly mailed in order that it will be received back in Indiana by 2 May.

LOUISIANA

Louisiana holds its regular election for state or local officers on 18 April. Because no federal officers are chosen at this election, the Ramsay Act does not give to the serviceman any right to vote greater than that provided by the state law.

However, the state of Louisiana will accept the postcard as an application for the state absentee ballot. The address of the Secretary of State to whom the application should be forwarded is Baton Rouge, Louisiana.

MARYLAND

Maryland holds its primaries on 1 May.

Servicemen may vote by absentee ballot in accordance with (1) the federal law or (2) the state law.

Because only candidates for federal offices are voted for in the coming primaries and it has been ruled that the waiver of the requirement of registation contained in the federal law cannot be constitutionally recognized in Maryland, the result of either method is the same.

The only difference in the method of making the application is that under the federal law it is addressed to the Secretary of State, Annapolis, to be received by him at any time and under the state law it is addressed to the Board of Supervisors of Elections of the applicant's home county (or Baltimore City) to be received thereat not before 17 March.

The printed postcard application will be honored. However, if it is used under the state law, the words "official war ballot" should be stricken out and the words "absent voter's ballot" inserted.

Upon receipt of the ballot, it should be exeeuted according to accompanying instructions. It must be marked by 1 May and received back by 8 May.

In either method, *the party affiliation of the applicant must be stated.* The registration of a serviceman is permanent.

There is the likelihood, when final congressional action is taken, that a special session of the Maryland legislature will be convened to libealize the present law. Servicemen from Maryland should keep informed of such developments.

NEBRASKA

Nebraska holds its primaries on 11 April.

Candidates for both federal and state offices will be nominated by the respective parties.

The Navy Department is informed that the election authorities of Nebraska interpret its laws regulating primaries as unaffected by the Ramsay Act. The postcard is not acceptable as an application for a ballot or registration. Therefore, in accordance with the state laws of Nebraska, the serviceman should request at once an application for an absent voter's ballot from the clerk of the county in which the absent voter resides (in Omaha, from the election commissioner); make it out according to the accompanying instructions; and then mail it to the clerk of the county from whom it was obtained. Registration is required. *The application must state the party affiliation of the serviceman.* It thereafter should be mailed so that it will be received by the county clerk on or immediately after 12 March. The county clerk will thereupon forward the absent voter's ballot to the serviceman, who will execute it according to accompanying instructions. Thereafter it must be forwarded to the county clerk. The return envelope must bear postmark not later than 12 o'clock midnight of the day preceding primary day.

NEW JERSEY

New Jersey holds its primary on 16 May.

A serviceman desiring to vote may make application at any time for an absent voter's ballot. No specified form of application is required. The postcard application will be honored. *The party affiliation of the applicant must be stated.* Registration is required. Application for registration must be in person. Upon receipt of the application, a ballot for all federal, state and local offices will be forwarded. The serviceman should execute it according to accompanying instructions and mail it at once in order that it may be received back by 16 May.

NORTH CAROLINA

North Carolina holds its primaries on 27 May.

Application for an absentee ballot may be made at any time prior to the primary. It must be signed by the voter or in his name by a member of his immediate family. *The application must show the party affiliation of* the precinct in which *the applicant* is registered. It should be addressed to the Chairman of the Board of Elections of the applicant's home county. Receipt of a postcard application for ballot constitutes registration of an applicant otherwise qualified. Thereafter, the applicant will receive an absentee ballot for all federal, state and local offices. Upon receipt of the ballot, it should be immediately executed according to accompanying instructions and mailed at once to the Chairman of the County Board of Elections of the voter's home county, who must receive it before the closing of the polls on 27 May.

OHIO

Ohio holds its primaries on 9 May.

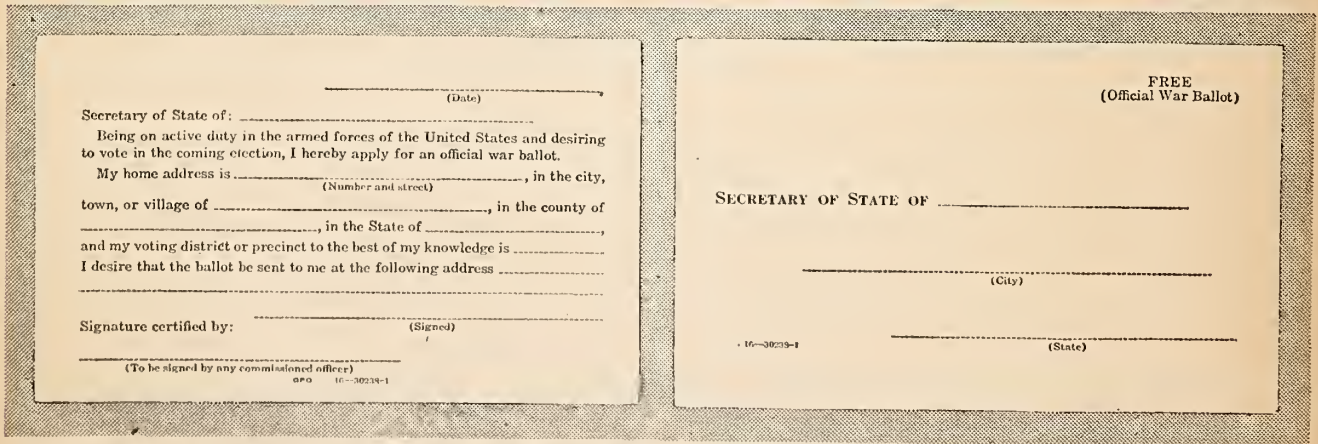
The election authorities interpret its laws regulating primaries as unaffected by the Ramsay Act. Therefore, the so-called "official war ballot" will not be issued.

However, the printed postcard application will be honored.

Registration is required in cities with a population of 16,000 or more and in smaller cities if so provided by ordinance or in a county if required by the county board of elections.

If the applicant resides in a community requiring registration and is registered or resides in a community not requiring registration, the postcard application will be considered an application for an absent voter's ballot. Upon receipt of the application from the Seeretary of State, it should be executed at once and mailed to the designated election authorities. Thereafter the ballot will be forwarded to the applicant. It should be executed according to accompanying instructions and mailed in order that it be received back by 5 May.

If the applicant resides in a community requiring registration and is not registered, the postcard application will be honored and upon its receipt by the Secretary of State, he will forward appropriate registration forms and an application for an absent voter's ballot. Both should be executed according to accompanying in-



_____
(Date)

Secretary of State of: _____

Being on active duty in the armed forces of the United States and desiring to vote in the coming election, I hereby apply for an official war ballot.

My home address is _____, in the city,
(Number and street)

town, or village of _____, in the county of

_____, in the State of _____,

and my voting district or precinct to the best of my knowledge is _____

I desire that the ballot be sent to me at the following address _____

_____

_____
Signature certified by: (Signed)

_____
(To be signed by any commissioned officer)

APO 16—30239-1

FREE
(Official War Ballot)

SECRETARY OF STATE OF _____

_____
(City)

_____
(State)

16—30239-1

Both sides of postcard for use in requesting official war ballots. Cards may be obtained from commanding officers. If used to apply for ballots in primary elections, party affiliation or preference must be stated.

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structions and returned at once. Upon receipt of the ballot, it should be executed according to accompanying instructions and mailed so it will be received back by 4 May.

In either instance *the applicant must state his party affiliation or preference* on the application for a ballot.

OREGON

Oregon holds its primaries on 19 May.

Because of the liberal provisions of its laws relating to servicemen voting, Oregon will not distribute "official war ballots."

However, the postcard application will be honored. The applicant *must state his party affiliation.* While registration is required, if the applicant is not registered, the receipt of the post card application constitutes registration. Therefore, the serviceman desiring to vote, whether registered or not, should forward the postcard application in order that it be received not earlier than 19 April or later than 8 May. Upon receipt of the ballot, it should be executed at once and mailed in order that it be received back by 13 May.

PENNSYLVANIA

Pennsylvania holds its primaries for the nomination of candidates for both federal and state officers on 25 April. Members of the armed forces vote in accordance with (1) the federal law, or (2) the state law hereinafter briefly outlined.

If the serviceman chooses the first method, his ballot is limited to federal offices. He should use the postcard, a copy of which is printed on page 62. *Thereon should be indicated his party affiliation.* It should be mailed at once to the Secretary of State at Harrisburg. The ballot, when received, should be executed in accordance with accompanying instructions.

If the serviceman desires to use the second method, his ballot includes all offices, both federal and state.

An applicant therefor must be registered. However, the registation of any in the armed services may not be canceled. Furthermore, any person in the armed services may secure a registration card at any time by making written application to the registration commission having jurisdiction at the place where the applicant resided on the date of entering the service. Appropriate forms will be forwarded by the commission upon receipt of the application.

Application on a special form to be obtained at once from the Secretary of State at Harrisburg should be made not before 6 March nor later than 25 March to the county board of the county where the applicant is registered for a military ballot. The application must state the political party in which the applicant is enrolled. The ballot should be executed according to accompanying instructions. The return envelope must be postmarked prior to midnight 25 April and received by the county board before 5 May.

SOUTH DAKOTA

South Dakota holds its primaries on 2 May.

The Navy Department is informed that the election authorities of South Dakota interpret its laws regulating primaries as unaffected by the Ramsay Act.

The serviceman, therefore, makes application to the county or city auditor or the town clerk of his home community for an absent voter's ballot. No special form of application is required. The postcard application will be honored. The party affiliation of the applicant must be stated. Registration is required. However, if a serviceman is not registered, he may file an affidavit stating his absence from the state during the registration period. This affidavit will constitute adequate registration. Upon receipt of the ballot, it should be executed at once according to accompanying instructions. It must be marked by 17 April and received back by 2 May.

WEST VIRGINIA

West Virginia holds its primaries on 9 May.

The election authorities do not recognize the applicability of the Ramsay Act to these primaries.

The following is an informative release by the Secretary of State of West Virginia:

"West Virginians who are members of the Armed Services of the United States, may now register, and Vote by Mail in the Primary to be held 9 May under Senate Bill No 2 which was enacted by the Legislature at a Special Session convening January 3, 1944.

"Members of the Armed Services, who are not now registered can do so by requesting by letter, addressed to the County Clerk of the County in which they resided at the time of their induction into the Services, for a Registration blank. After filling in and signing the blank and having it certified by a Commissioned Officer, Warrant Officer or non-commissioned officer no lower in rank than a Sergeant or the equivalent Navy rating of any branch of any Armed Services of the United States or by some other person qualified to administer oaths, it shall then be returned to the Clerk of the County Court. A request for a ballot can be made by filling the application for a ballot, found on the reverse side of the Registration blank.

"Any one who is now registered and in the Armed Services, can make a request for a Ballot by writing to the Circuit Clerk of the County in which he or she is registered. This request can also be made by the Father, Mother or a Friend."

The equivalent Navy rating to that of a sergeant is a petty officer third class.

The applicant for a primary ballot must state his party preference.

Legal Practice by Naval Personnel Is Restricted

Except when required to do so in connection with his official duties, no member of the Navy, the Marine Corps, or the Coast Guard on active duty shall appear before any federal, state, or municipal court, board, commission or department, as attorney or counsel in connection with any matter pending before such court, board commission or department without first obtaining the express permission of the Judge Advocate General of the Navy.

This was promulgated in BuPers Circular Letter No. 43-44, dated 15 February 1944, and appearing in the N. D. Bul. for 15 Feb. 1944 as No. 44-187.

Navy Liberalizes Purple Heart Award

Under terms of an Alnav issued by Secretary of the Navy Knox on 28 January 1944, the Navy Department set forth the definition of wounds for which men may be awarded the Purple Heart.

The Alnav, No. 26, reads:

"For the purpose of awarding the Purple Heart, a wound is defined as an injury to any part of the body from an outside force, element or agent sustained as the result of a hostile act of the enemy or while in action in the face of the enemy."

This definition is retroactive, and personnel who applied for the Purple Heart and were turned down may apply again if the definition covers them.

The Navy heretofore has awarded the Purple Heart to men who suffered open wounds from shot or shrapnel in action against the enemy. Under the above definition those who suffer such injuries as sprained or dislocated limbs or spines or appreciable gashes, cuts or bruises in ship and landing operations during battles may receive the Purple Heart if approval is granted by a delegated authority or by the Navy Department.

The term delegated authority is covered by Alnav No. 8-44 of 6 January 1944, which states: "Authority to award the Purple Heart in accordance with current directives governing this medal may be delegated by fleet commanders to officers in the Navy and Marine Corps senior to the rank of captain (colonel) who are exercising command and island commanders of the rank of captain (colonel)."

Standards Modified For Commissions In Naval Reserve

Physical and educational qualifications of enlisted men, warrant officers and commissioned warrant officers for permanent appointment as officers of the Naval Reserve to serve on general sea duty have been partially modified to meet present urgent needs of the service.

The modifications are temporary in nature. Requirements stated herein are minimum, and applicants should understand that applications are submitted for consideration only.

Previous minimum qualifications for permanent appointment as general-sea-duty officers are modified in part as follows:

Applicants shall not have reached their 38th birthday by 1 Jan. 1944.

They shall have a minimum visual acuity of 15/20 for each eye.

They must have completed successfully a minimum of two academic years of accredited college work and a minimum of one year of active sea duty on board ship since 7 Dec. 1941, except that for each semester of accredited college work over the two-year minimum requirement, three months may be deducted from the requirement of one year of active sea duty on board ship.

Heretofore, physical requirements have called for 18/20 vision in each eye. This is still a V-7 requirement.

The changes announced in Alnav No. 23 (N. D. Bul. [semi-monthly] 31 Jan. 44-75), represent a modification

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of educational requirements for permanent appointment as commissioned officers of the reserve.

Previous applicants for permanent commissions, from enlisted ratings, were required to meet the same standards as civilian applicants, although consideration was given to their enlisted service.

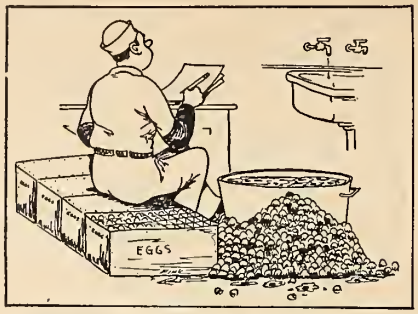
Requirements for temporary (not permanent) appointment of first-class petty officers and chief petty officers to commissioned rank will continue to follow the requirements as established in BuPers Circ. Ltr. 152-43.

Applications for commissions from beyond the continental limits of the United States may be forwarded to BuPers without transcript of educational record. Applicants will indicate the institution attended and BuPers will attempt to secure transcript from college immediately upon receipt of application.

Basic policy for these applications and appointments is contained in BuPers Circ. Ltr. 159-42 (20 Nov. 1942) and changes and addtiions as contained in Circ. Ltr. 152-43 and Circ. Ltr. 246-43.

All Enlistments Extended Under Alnav

Provisions of Article D-9104, BuPers Manual, relating to discharges within three months prior to expiration of enlistment, have been suspended for the duration of the war and a period of six months thereafter, due to provisions of Alnav 155 of 15 December 1941, the Chief of Naval Personnel announced in Circular Letter No. 13-44 (N. D. Bul. [semi-monthly] 15 January 44-106).



Heaving Line (U. S. Maritime Service, Sheepshead Bay, N. Y.)

"Dear Mabel: For the last two hours shells have been bursting all around me."

Alnav 155, now applicable to expiration of enlistment, reads as follows:

"Enlistments of men in regular Navy, Marine Corps and Coast Guard who do not voluntarily extend or reenlist and all enlistments of men in reserve components thereof are hereby extended in accordance with act approved December 13, 1941, for a period of not later than six months after termination of war. Men so detained not entitled to enlistment allowance. No change present law governing payment enlistment allowance men who voluntarily reenlist or extend enlistment in regular Navy, Marine Corps and Coast Guard. Provisions Section 1422, Revised Statutes, suspended effective December 13, 1941."

Crime Doesn't Pay—In the Navy

Typical sentences for offenses against naval discipline were disclosed by BuPers Circular Letter No. 30-44, dated 29 January 1944, to impress upon naval personnel who may commit serious offenses the extent of punishment they will receive.

BuPers requests that wide publicity be given the following typical sentences recently approved, in actual cases, by the Secretary of the Navy:

Disobedience of orders and disrespectful lanuage to superior officer	Reduced to apprentiee seaman. Two years confinement, dishonorable discharge, and other accessories of sentence *(these words are abbreviated in punishments listed below.)*
Desertion in time of war	Red. AS, 3 yrs. conf., DD & aecess.
Desertion (out 13 days); applying government property to own use (whaleboat); stealing government property (2 sub M-guns and ammunition); theft (automobile); transportation stolen property in interstate comm. (guns, ammunition, car).	Red. AS, 12 yrs. conf., DD & aecess.
Forgery	Red. AS, 2 yrs. conf., DD & aeeess.
Theft ($51) from another person in Navy	Red. AS, 3 yrs. conf., DD & aeeess.
Striking another person in Navy (fists)	Red. AS, 2 yrs. conf., DD & aeeess.
Striking another person in Navy (fists)	Red. AS, 5 yrs. conf., DD & aeeess.
Striking another person in Navy (knife)	Red. AS, 5 yrs. conf., DD & aeeess.
Striking superior officer with dangerous weapon	Red. AS, 5 yrs. conf., DD & aeeess.
Burglary (breaking and entering)	Red. AS, 3 yrs. conf., DD & aeeess.
Stealing government property	Red. AS, 4 yrs. conf., DD & aeeess.
Robbery	Red. AS, 5 yrs. conf., DD & aeeess.
Assault with intent to commit murder	Red. AS, 7 yrs. conf., DD & aeeess.

Effort Being Made To Rotate Officers

Because of the ever increasing demands for experienced officer personnel in new construction, BuPers has been unable to prescribe any definite rotation of duty between sea and shore.

Every effort is being made to return officers who have been at sea for lengthy periods and to give them two or three months in the United States prior to returning to sea in a new ship.

Those officers who have had an exclusively long stretch of sea duty will, whenever possible, be given 12 to 18 months duty on shore within the continental limits.

There will, nevertheless, be many officers who should be brought home because of the extended duration of their sea cruise under fatiguing war conditions but who cannot be spared for rotation at this time. The Bureau is wholly cognizant of this but it must be emphasized that a specific policy of rotation can neither be established nor adhered to under the present situation when the Navy is faced with a critical shortage of trained sea officers and a rapidly and continuously expanding Navy.

New Bronze Star Medal Established for Heroism

In an executive order dated 4 February 1944, President Roosevelt established the Bronze Star Medal for award to anyone in the armed services who on or after 7 December 1941, "distinguishes, or has distinguished, himself by heroic or meritorious achievement or service, not involving participation in aerial flight, in connection with military or naval operations against an enemy of the United States."

The medal was established for the Navy, Marine Corps, Coast Guard and Army. With accompanying ribbons and appurtenances, the medal shall be of a design approved by the Secretary of the Navy and the Secretary of the War, or by commanding officers of the armed forces whom they designate. The secretaries also were authorized to establish regulations for the award, the regulations to be as uniform as practicable.

The President directed that "no more than one Bronze Star Medal shall be awarded to any one person, but for each succeeding heroic or meritorious achievement or service justifying such an award a suitable device may be awarded to be worn with the medal as prescribed by appropriate regulations. The Bronze Star Medal may be

awarded posthumously, and, when so awarded, may be presented to such representative of the deceased as may be designated in the award."

Specialty Marks for New Ratings Designated

By Circular Letter No. 1244 (N. D. Bul. [semi-monthly] 31 Jan., 44-105) dated 15 January 1944, specialty marks as listed below will be worn for certain new ratings previously authorized by BuPers Circular Letter 205-43 (N. D. Bul. 15 October 1943, R-1491), corrected by BuPers Circular Letter No. 251-43 (N. D. Bul. 30 November 1943, R-1650).

The list follows:

Rating	Specialty Mark
Chief soundman	Soundman
Chief radarman	Radarman
Machinist's mate, third class	Machinist's mate
Motor machinist's mate, third class	Motor machinist's mate
Water tender, third class	Water tender
Boilermaker, third class	Boilermaker
Metalsmith, third class	Metalsmith
Chief molder	Molder
Molder, third class	Molder
Chief patternmaker	Patternmaker
Patternmaker, third class	Patternmaker
Chief painter	Painter
Buglemaster, third class	Buglemaster
Chief musician	Bandmaster
Musician, first class	Musician
Musician, second class	Musician
Musician, third class	Musician
Boatswain's mate A (master-at-arms)	Boatswain's mate
Torpedoman's mate E (electrical)	Torpedoman's mate
Torpedoman's mate V (aviation)	Torpedoman's mate
Fire controlman	Fire controlman
Fire Controlman R (same as fire controlman (R)	Fire controlman
Fire controlman S (submarine)	Fire controlman
Soundman H (harbor defense)	Soundman
Printers L and M (lithographers and multilith operators)	Printer
Painter V (aircraft painters)	Painter
Machinist's mate E (enginеman)	Machinist's mate
Machinist's mate G (industrial gas generating machanic)	Machinist's mate
Machinist's mate R (refrigeration mechanic)	Machinist's mate
Machinist's mate S (shop machinist)	Machinist's mate
Aviation machinist's mate C (aviation carburetor mechanic)	Aviation machinist's mate
Aviation machinist's mate F (aviation flight engineer)	Aviation machinist's mate
Aviation machinist's mate H (aviation hydraulic mechanic)	Aviation machinist's mate
Aviation's machinist's mate I (aviation instrument mechanic)	Aviation machinist's mate
Aviation machinist's mate P (aviation propeller mechanic)	Aviation machinist's mate
Aviation ordnanceman B (aviation bombsight mechanic)	Aviation ordnanceman
Aviation ordnanceman T (aviation turret mechanic)	Aviation ordnanceman
Storekeeper D (disbursing)	Storekeeper
Storekeeper T (technical)	Storekeeper
Specialist F (fire fighters)	Letter inclosed in a diamond
Specialist Q (communications security)	Letter inclosed in a diamond
Specialist X (essential specialists who do not fit into any existing rating)	Letter inclosed in a diamond
Specialist Y (control tower operators)	Letter inclosed in a diamond

New Series of Naval Aviation Enlisted Training Courses Prepared

A new series of enlisted training courses in naval aviation, compiled according to subject rather than ratings, has been prepared and issued by BuPers in cooperation with the Naval Air Technical Training Command.

Brand new in material, illustrations, style, size and method of presentation, the series is designed to meet the expanded and more specialized aviation rating system and the many technical changes that have developed in wartime aviation.

The courses were prepared by subjects because similar basic knowledge is required of several aviation ratings. Therefore, the information on a single subject is in a single book, easier to study and to understand. The books are designed primarily for self study, for use by enlisted men at shore stations or at sea, but they also may be used in classroom programs of naval training schools.

Included in the new series are two guide books, *The Enlisted Men's Guide* and *The Educational Officer's Guide*. The former lists the titles of publications to be studied by each rating, the sequence in which they are to be studied, and mentions useful supplementary publications. The latter contains information on how the books are to be used, who should use them, and examinations for advancement in rating.

For example, an enlisted man preparing for a specific rating would use the following books:

Aviation radioman: *Introduction to Airplanes, Mathematics, Hand Tools, Fundamentals of Electricity, Aircraft Communications, Aircraft Radio Equipment,* and *Advanced Work in Aircraft Radio.*

Aviation metalsmith: *Introduction to Airplanes, Mathematics, Blueprint Reading and Layout Work, Hand Tools, Aircraft Metals, Aircraft Welding, Aircraft Metal Work.*

Every request for new books must specify the appropriate NavPers number as well as the title listed below:

10301 *Enlisted Men's Guide to Aviation Ratings*
10302 *Educational Officer's Guide to Aviation Ratings*
10303 *Introduction to Airplanes*
10304 *Mathematics*
10305 *Blueprint Reading and Layout Work*
10306 *Hand Tools*
10311 *Fundamentals of Electricity*
10312 *Aircraft Radio Equipment*
10313 *Aircraft Communications*
10314 *Advanced Work in Aircraft Radio*
10315 *Aircraft Electrical Systems*
10316 *Advanced Work in Aircraft Electricity*
10321 *Aircraft Metals*
10322 *Aircraft Welding*
10323 *Aircraft Metal Work*
10331 *Airplane Structures*
10332 *Aircraft Hydraulic Equipment*
10333 *Aircraft Instruments*
10334 *Aircraft Engines*
10335 *Aircraft Fuel Systems*
10336 *Aircraft Propellers*
10341 *Aircraft Armament*
10342 *Aircraft Fire Control*
10343 *Aircraft Munitions*
10351 *Parachutes*
10361 *Aerology, Vol. I*
10362 *Aerology, Vol. II*
10371 *Photography, I*
10372 *Photography, II*

The first eight books listed above are scheduled for completion about 1 March 1944. Shipments will be made in groups as they become available. An initial distribution of the series will be made to aviation training and operational units as follows:

1. NATTCs, Carrier Aircraft Service Units, Headquarters Squadrons, detachments, carriers and ships servicing or carrying aircraft will receive books direct in the initial distribution.

2. Naval air centers, stations, and facilities, and Marine Corps air stations will receive sample sets direct.

3. Units not yet commissioned will receive the books in their regular commissioning allowance of enlisted training courses furnished by BuPers.

Activities listed above and units provided for in the initial distribution may secure additional copies of the publications after the distribution has been completed by directing their requests to one of the following distribution points:

1. BuPers, for vessels operating in the Atlantic, East Coast activities and all units not specified.

2. Educational officer, Eleventh Naval District, San Diego, Calif., for vessels and activities in West Coast area.

3. Educational officer, Fourteenth Naval District, Pearl Harbor, T. H., for vessels and activities operating in that district area.

Regulations on Area Service Ribbon Stars

Stars Authorized for Personnel in These Operations or Engagements

Asiatic-Pacific Area

PEARL HARBOR	7 December 1941
WAKE ISLAND	8-23 December 1941
PHILIPPINE ISLANDS OPERATION	8 December 1941-6 May 1942
NETHERLANDS EAST INDIES ENGAGEMENTS— (Only one star for participation in one or more of the following)	
Makassar Strait	23-24 January 1942
Badoeng Strait	19-20 February 1942
Java Sea	27 February 1942
PACIFIC RAIDS—1942— (Only one star for participation in one or more of the following)	
Marshall-Gilbert Raids	1 February 1942
Air Action off Bougainville	20 February 1942
Wake Island Raid	24 February 1942
Marcus Island Raid	4 March 1942
Salamaua-Lae Raid	10 March 1942
CORAL SEA	4-8 May 1942
MIDWAY	3-6 June 1942
GUADALCANAL-TULAGI LANDINGS (incl. First Savo)—7-9 August 1942	
CAPTURE AND DEFENSE OF GUADALCANAL	10 Auugst 1942-8 February 1943
MAKIN RAID	17-18 August 1942
EASTERN SOLOMONS (Stewart Island)—23-25 August 1942	
BUIN-FAISI-TONOLAI RAID	5 October 1942
CAPE ESPERANCE (Second Savo)	11-12 October 1942
SANTA CRUZ ISLANDS	26 October 1942
GUADALCANAL (Third Savo)	12-15 November 1942
TASSAFARONGA (Fourth Savo)	30 November-1 December 1942
RENNELL ISLAND	29-30 January 1943
ALEUTIANS OPERATION—(Only one star for participation in one or more of the following)	
Komandorski Islands	26 March 1943
Attu Occupation	11 May—2 June 1943
NEW GEORGIA GROUP OPERATION 20 June-16 October 1943— (Only one star for participation in one or more of the following)	
New Georgia-Rendova-Vangunu Occupation	20 June—5 August 1943
Kula Gulf Action	5-6 July 1943
Kolombangara Action	12-13 July 1943
Vella Gulf Action	6-7 August 1943
Vella Lavella Occupation	15 August—16 October 1943
Action off Vella Lavella	6-7 October 1943
PACIFIC RAIDS—1943- (Only one star for participation in one or more of the following)	
Marcus Island Raid	31 August 1943
Tarawa Island Raid	18 September 1943
Wake Island Raid	5-6 October 1943
NEW GUINEA OPERATION	4 September 1943—(Date to be announced later)
TREASURY-BOUGAINVILLE OPERATION	27 October 1943—(date to be announced later)
BISMARCK ARCHIPELAGO OPERATION	15 December 1943—(date to be announced later)
GILBERT ISLANDS OPERATION	20 November 1943—(date to be announced later)

European-Africa-Middle Eastern Area

NORTH AFRICAN OCCUPATION— (Only one star for participation in one or more of the following)	
Algeria-Morocco Landings	8-11 November 1942
Action off Casablanca	8 November 1942
Tunisian Operations	8 November 1942—9 July 1943
SICILIAN OCCUPATION	9-15 July 1943; 28 July—17 August 1943
SALERNO LANDINGS	9-21 September 1943

Note: All dates for above conform to local time for the area of the operation or engagement.

Regulations governing the wearing of stars on area service ribbons are promulgated in General Order 207, issued 7 February by acting SecNav.

No area campaign medals will be issued until the end of the war, but the wearing of duly awarded stars on the appropriate area service ribbon is authorized. Wearing of numerals on area service ribbons is not authorized, and no campaign clasps are authorized for the medals to be issued after the war.

Stars on area ribbons shall be bronze or silver, of a size to be inscribed in a circle $\frac{3}{16}$-inch in diameter. The first star, of bronze, shall be centered on the ribbon; if more than one star is worn, they shall be placed in a horizontal line close to and symmetrically about the center of the ribbon. A silver star shall be worn in lieu of five bronze stars and shall be located as near the center of the ribbon as the symmetrical arrangement permits.

The primary requirement for the wearing of a star on an area service ribbon is honorable service in a ship, aircraft, unit or shore-based force at the time it participated in actual combat with the enemy in a designated operation or engagement.

Not more than one star will be awarded for a single operation or engagement. Units supporting an engagement or operation, but subject only to the ordinary hazards of war, do not merit an award.

All attacks on enemy submarines which have been, or are in the future, assessed a classification of "A" or "B" by the Committee for Assessment of Damage to Enemy Submarines, the British Admiralty U-Boat Assessment Committee, or the Joint British-United States Naval and Air Assessment Board for the Mediterranean, entitle personnel engaged to wear a bronze star on the appropriate area service ribbon.

From time to time, Cominch may authorize the award of a star to personnel of ships or aircraft engaged in patrols or service of maintenance, supply, mine-laying, minesweeping and other special operations which have resulted in an engagement in which a ship or aircraft has suffered damage from the enemy or has destroyed or severely damaged an enemy ship or aircraft. Stars also may be authorized for duty that did not result in actual combat, but which is considered equally hazardous.

BuPers BULLETIN BOARD

Operational Training Graduates May Wear Aircrew Insignia

Air crewmen graduates of operational training who are qualified as combat air crewmen now may wear the aircrew insignia, under provisions set forth in Circular Letter No. 22-44 (N. D. Bul. [semi-monthly] of 31 Jan., 44-115).

Heretofore, the graduate aircrewmen had to serve three months in a combat squadron as regularly assigned members of a plane crew before they were allowed to wear the wings of the combat air crewmen.

Provisions for wearing the wings, upon completion of operational training, are subject to several restrictions, detailed in the circular letter.

Slacks to Replace Coveralls for WR

Navy blue denim dungaree slacks and blue cotton chambray shirts may be designated for Women's Reservists when the nature of their work requires protective covering, under latest uniform changes announced 25 January 1944 by the Chief of Naval Personnel in a letter to all continental shore stations (Pers. 34—RT—A2-3).

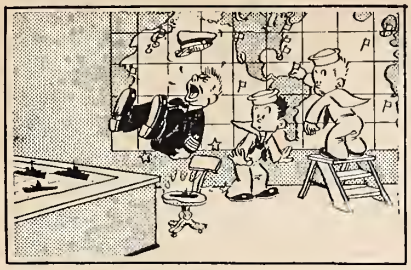
These items eventually will replace the aviation coverall which will not be manufactured after the dungaree slacks and chambray shirts have been put into production. When these are prescribed for work, wearing of the regulation men's dungaree trousers and chambray shirt is optional.

When prescribed by the commanding officer, the navy blue garrison cap, now authorized for male personnel, may be worn by Women's Reserve officers and chief petty officers *within station limits*. Wearing of sweaters is optional when necessary for protection, and when approved by the commanding officer.

Further changes in the uniform regulations also are contained in the letter.

Publication Offered Ship's Service Officers

The Post Exchange Publishing Co., 292 Madison Ave., New York, N. Y., has a publication, *Post Exchange and Ship's Service Store*, which is available to ship's service activities at no cost. Ship's service officers who desire this publication may correspond with the above company. This does not constitute an endorsement of this publication by BuPers.



Pointer (Armed Guard Center, Brooklyn)

"I think the Commodore found that Jap sub we lost this morning!"

Return of Uniform Regulations Requested

It is requested that all personal copies of U. S. Navy Uniform Regulations, 1941, be returned to the Bureau of Naval Personnel as soon as practicable. This was previously requested in BuPers Circular 227-43, the INFORMATION BULLETIN, December 1943, and the Navy Department Bulletin (semi-monthly) of 15 November 1943, but comparatively few copies have been returned.

Officers of Regular Navy Have Precedence

To clarify the question of command as between regular and reserve naval officers of or above the rank of commander, Secretary of the Navy Knox has issued Alnav 36-44, dated 12 February 1944, as follows:

"The following change to Navy Regulations has been approved: Delete paragraph 150(8) and substitute: 'For the purpose of determining who shall exercise command over forces acting in conjunction, composed of vessels commanded by officers of the Naval Reserve and vessels commanded by officers of the regular Navy, or over military units composed of forces acting in conjunction, commanded by officers of the Naval Reserve and officers of the regular Navy, an officer of the reserve of or above the rank of commander will be regarded as junior to commanders of the regular Navy, unless a specific officer shall have been ordered by higher authority to command the forces acting in conjunction."

U. S. Life Insurance Policy-Holders Given Fourth Option

Policy-holders of U. S. Government Life Insurance have been given the benefit of a fourth plan which they may select for payment of insurance benefits to their beneficiaries, the Veterans' Administration has announced.

This type of insurance is held only by veterans of World War I and those who applied for it before 8 October 1940, and should not be confused with National Service Life Insurance, set up on that date for service personnel of this war.

Under the new method, designated as Option 4, U. S. Government Life Insurance would be payable in installments throughout the lifetime of the designated beneficiary. However, should this beneficiary die before 120 such installments have been paid, the remaining unpaid installments will be payable in accordance with the beneficiary provisions of the policy. Indicative of the amounts payable, which are determined by the age of the beneficiary at the time of the insured's death, are the following:

Age of Beneficiary at Time of Death of the Insured	Amount of Installments for Each $1,000 of Insurance
25	$4.11
30	4.28
35	4.50
40	4.79
45	5.17
50	5.67
55	6.30

Of the three other plans of settlement to the beneficiary, the first is payment of the insurance in a lump sum.

The second option permits the insurance to be payable in elected installments for an agreed number of months (not less than 36) to the designated beneficiary. If such beneficiary dies before the agreed number of monthly installments have been paid, the remaining unpaid installments will be payable in accordance with the beneficiary provisions of the policy.

Number of Monthly Installments	Amount of Installments for Each $1,000 of Insurance
36	$29.19
48	22.27
60	18.12
96	11.90
120	9.83
240	5.75

Insurance payable in installments throughout life constitutes a third method of settlement. These installments (below) will be payable throughout the lifetime of the beneficiary, but if such designated beneficiary dies before 240 such installments have been paid, the remaining unpaid monthly installments will be payable in accordance with the beneficiary provisions of the policy.

Age of Beneficiary at Time of Death of the Insured	Amount of Monthly Installment for Each $1,000 of Insurance
25	$3.96
30	4.11
35	4.30
45	4.70
55	5.35
65	5.70

The Month's Alnavs in Brief

The following Alnavs were issued in the period 21 January 1944 to 20 February 1944:

No. 18—Requesting commanding officers to make available, on 1 February 1944 or as soon thereafter as practicable, to all Navy, Marine Corps and Coast Guard personnel the postcard applications for official war ballots (see page 62).

No. 19—Requesting additional applications for one-year course in aerological engineering convening 31 July 1944. Applications must be received prior to 1 April 1944. Candidates who have already submitted applications need not resubmit.

No. 20—Requesting that effective with February payrolls, accounts of all Marines and Navy enlisted personnel paid by Marine Corps disbursing officers will show opposite checkage the word "new" in all cases of first checkage of newly registered allotments and initial deduction of family allowances.

No. 21—Declaring provisions of Alnav 97 (12 May 1943) not applicable to transfer of supplies to Army for resale. Such items upon transfer will be subject to reimbursement on public voucher. Alnav 97 provides that "authorized transfers of supplies, equipment, and services from naval vessels and activities outside the continental limits of the U. S. to Army activities located beyond continental limits of the U. S. will henceforth be made without reimbursement."

No. 22—In accordance with decision of Comptroller General, 20 Jan. 1944, officers ordered to duty (whether designated temporary or not) in connection with fitting out or conversion of vessel under orders which authorize per diem while traveling and while on temporary duty en route to new permanent station are entitled to per diem to, but not including, date of commissioning of vessel unless earlier terminated by 90-day limitation in orders. An officer is considered to have arrived at new permanent station on date of commissioning vessel. Under per diem orders to await transportation, officers are entitled to per diem to, but not including, date of departure.

No. 23—Modifying in part qualifications for general-sea-duty officers (see page 63).

No. 24—Authorizing release only by SecNav of information concerning experiences of persons who have escaped or been released from, or who have evaded capture or internment in enemy-occupied or neutral territory.

No. 25—Suspending all instructions permitting issue of transportation to dependents of Navy, Marine Corps and Coast Guard personnel involving excess costs, effective 1 February 1944. Thereafter such travel will be perform at own expense, subject to claim for reimbursement of authorized amounts.

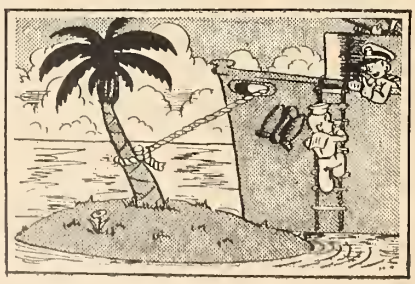
No. 26—Regarding award of Purple Heart (see page 63).

No. 27—Modifying restrictions on subject of radar to make mere mention of the word "radar" permissible.

No. 28—Reducing from two to one years commissioned service required for Marine Corps flight training.

No. 29—Due to urgent and immediate needs of personnel in general service, personnel required for flight training from enlisted sources as outlined in enclosure (A) to BuPers. Circ. Ltr. 149-43, 11 Aug. 1943, will not be ordered to flight training after expiration of quotas for 17 February 1944. For period subsequent to 30 June 1944, quotas will be issued which will include the numbers which normally would have entered flight training during March, April, May, and June, 1944. (Note: Enclosure [A], "Approximate Source of Student Aviators Entering Flight Training in Fiscal Year 1944," mentioned above, listed quotas of 1,200 enlisted men, USN; 300 enlisted men, USMC; 1,200 enlisted men, USNR; and 300 enlisted men, USMCR, for training as aviation pilots, heavier-than-air, and 400 enlisted men, USN, for training as aviation pilots, lighter-than-air.)

No. 30—Announcing a command course at the Naval War College, commencing 1 July 1944, for officers of the Regular Navy of the rank of lieutenant commander and above. A preparatory staff course will be held for 50 reserve officers of the ranks of lieutenant commander, lieutenant, and lieutenant (junior grade).



Pointer (Armed Guard Center, Brooklyn)

"You have 12 hours shore liberty, so try to stay out of trouble!"

Applications desired prior to 15 April 1944.

No. 31—Requests all officers of rank of commander and below to submit with their 31 March fitness reports separate sheets showing all naval schools attended including fleet schools, location of schools, courses taken, qualifications attained, inclusive dates of attendance.

No. 32—Cites Act approved 3 Feb. 1944 providing mustering-out pay for personnel of the Navy, Marine and Coast Guard and reserve components.

No. 33—Put into effect 15 February 1944 the previously announced system of EFM and SCM cables, by means of a coded address system to and from Navy, Marine Corps and Coast Guard land-based personnel outside the continental United States, where cable facilities permit. (See article on "Censorship," INFORMATION BULLETIN, February 1944 issue, and "Personal Cables Overseas," November 1942 issue.)

No. 34—Effective immediately all supply accounting and disbursing offices attached to activities located on shore, both inside and outside the United States, even though assigned afloat accounting numbers shall submit their requirements for office equipment to BuSandA direct.

No. 35—Declares yellow fever vaccine suitable for administration for period of two years from date of manufacture provided storage at ordinary icebox temperature is maintained; vaccine exposed for long periods at warm temperatures should be destroyed.

No. 36—Relates to precedence in command as between officers of regular Navy and Naval Reserve (see page 67).

No. 37—Directs commanding officers to inform personnel that in making postcard application for primary election ballot (see page 62), applicant must state his party affiliation or preference.

No. 38—Increases to $30 per person (including overcoat) allotment for civilian outer clothing for enlisted personnel of the Navy, Marine Corps and Coast Guard discharged for bad conduct, undesirability, unsuitability or inaptitude. This action is pursuant to Public Law 216, approved 23 December 1943, effective 1 July 1943.

No. 39—Provides that hereafter oath and bond of men nominated for mail clerks and assistant mail clerks will be attached to and forwarded with nomination from commanding officer to BuPers.

BuPers BULLETIN BOARD

Qualifications Published For New Ratings

Qualifications are published in the N. D. Bul. (semi-monthly), of 15 January 1944 for all grades of these recently established ratings:

Machinist's mate G (industrial gas generating mechanic).

Sonarmen (formerly soundmen).

Qualifications are published in the N. D. Bul. (semi-monthly) of 31 Jan. 1944 for all grades of the recently established rating of Specialist (F) (fire fighters).

Reserve Aviators May Be Transferred To Regular Navy

Certain Naval Reserve aviators, and certain officers commissioned in the Naval Reserve upon graduation from the Naval Reserve Officers Training Corps, may be appointed to commissioned rank in the line of the regular Navy under provisions of Circular Letter No. 21-44 (N. D. Bul. [semi-monthly] 31 Jan., 44-114).

At the present time, there is no provision of law by which Reserve officers of other categories are eligible for transfer to the regular Navy.

Maternity and Infant Care For Wives and Infants Of Men in Military Service

The item appearing on page 65 of the INFORMATION BULLETIN, August 1943, under the above title should be corrected as follows:

In line 4 of the last paragraph delete the words "of medicine."

With the exception of North Dakota and Puerto Rico, all states, territories and the District of Columbia now have approved plans in operation in connection with this program.



Bulletin (NTS, Great Lakes, Ill.)

Air Gunners May Wear Sleeve Insignia After Graduation

Wearing of the air gunner's sleeve insignia, heretofore approved only after proof of proficiency and fitness for flight duty in operational training or actual flight operations, now has been authorized for gunners on their graduation from the Naval Air Gunners' Schools at Hollywood, Fla., Jacksonville, Fla., and Purcell, Okla., and any of 13 aviation free gunnery units within and outside the United States.

This authorization was contained in Circular Letter No. 28-44 (N. D. Bul. [semi-monthly] 31 Jan. 44-121).

A-V(S) Officers Needed For Air Combat School

Qualifications for A-V(S) officers of the Naval Reserve who seek admission to the Naval Air Combat Information Officers' School, U. S. Naval Air Station, Quonset Point, R. I., are outlined in Circular Letter No. 20-44 (N. D. Bul. [semi-monthly] 31 Jan., 44-113).

Until further notice, an increased number of suitably qualified A-V(S) officers will be selected from the fleet and from shore establishments for training at the school. Requests should be submitted to BuPers via the Chief of Naval Operations and official channels.

War Workers to See Navy Invasion Film

Naval personnel maintaining contact with shipbuilders and other war contractors engaged in producing for the Navy are informed that the film, *Battle for the Beaches*, is now available for exhibition before war workers throughout the country. The film, featuring the heroism of the men who fought and died at Bougainville, Lae, Guadalcanal, Salerno and Tarawa, was produced by the Navy Department Industrial Incentive Division.

The film is based on actual combat scenes, many hitherto unrevealed, in which men of the Navy, Marine Corps and Coast Guard stormed and captured important enemy beachheads. The picture runs for approximately 25 minutes and is narrated by war correspondent Quentin Reynolds.

War plants desiring to exhibit *Battle for the Beaches* should communicate with the Industrial Incentive Division, Navy Department, 2118 Massachusetts Avenue, N. W., Washington 26, D. C., who, in turn, will notify the local distributor concerned to provide the film. There is a nominal rental charge for the service.

Refrigerators No Longer Available In Ship's Service

Allocation of domestic electric refrigerators to naval personnel through ship's service departments was cancelled by the War Production Board without notice to BuPers on 9 October 1943, the Chief of Naval Personnel explained in Circular Letter No. 35-44 dated 5 February 1944. Efforts by BuPers to obtain reinstatement of the allocation have been unsuccessful.

All applications now in BuPers will be held for an indefinite period, and, in the event of any future favorable action by WPB, will be given every possible consideration. Until further notice, however, no further applications will be processed by ship's service departments for forwarding to BuPers.

Articles Invited For Insititute Proceedings

Articles from 1,000 to 5,000 words in length relating to any activities of naval, historical or professional interest are being sought by the United States Naval Institute for publication in the *U. S. Naval Institute Proceedings.*

Personal articles of officers or enlisted personnel are invited as much as articles relating to professional or technical development in the naval or maritime field. Even though the author feels his writing style would not be acceptable for publication, he should submit his material without hesitation because the staff of the *Proceedings* will rewrite and edit the material in readable form. All articles are submitted for security review before publication.

For all such articles, the Naval Institute pays upon acceptance at rates varying from 2¼ to 3¼ cents per word.

The United States Naval Institute is a non-profit making institution, the sole purpose of which is the advancement of professional, literary and scientific knowledge in the Navy. The *Proceedings*, published for almost 70 years, goes to nearly every ship and shore station in the Navy, and numbers among its readers many thousands of officers and men of the United States Navy and its kindred services.

Articles should be addressed to the United States Naval Institute, Annapolis, Md.

BuPers BULLETIN BOARD

Mustering-Out Pay Becomes Law; How (and Whether) to Apply

The War and Navy Departments have agreed on a plan for making mustering-out payments to eligible veterans of this war who have been discharged or released from active duty under honorable conditions since 6 December 1941.

Veterans to be eligible for the mustering-out payment must have been honorably discharged or released from active service on or after 7 December 1941, from the Army, Navy, Marine Corps or Coast Guard or one of the components thereof, including the women's reserve in each branch.

Since 6 December 1941, there have been approximately 1,300,000 discharges or releases from active duty from all of the services.

A bill recently passed by Congress, and which became law when signed by the President on 3 February, provides for payment of $100 to veterans with less than 60 days' active service; those with active service of 60 days or more and with no foreign service are entitled to $200, payable in two monthly installments of $100; and veterans with service of 60 days or more and who have had foreign service will receive $300, payable in three equal monthly installments. (INFORMATION BULLETIN, Feb. 1944).

A person who becomes eligible for mustering-out payment subsequent to approval of the law will receive such payment from the proper department without the necessity of an application.

A veteran who has been discharged or relieved from active duty prior to approval of the law must follow the following procedure:

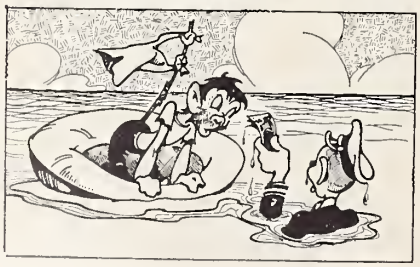
1. Submit a certificate of discharge or service. To assure the return of this certificate, the veteran is cautioned to write his present address on the certificate.
2. Submit an informal type of certified application on which is stated his name and address; service number, serial number or file number; that he was not discharged or released from active duty to accept employment, without service outside of the United States; that he is not now serving on active duty; that he has not and will not make any other application for the mustering-out payment; the State of which he was a resident at the time of induction or enlistment, and whether he has had foreign service.

Commissioned officers will be required to furnish evidence of length and termination of service to their respective departments. Officers discharged from the Navy will make application to the Bureau of Naval Personnel, Navy Department, Washington, D. C.; officers discharged from the Coast Guard, to U. S. Coast Guard Headquarters, Washington, D. C.; officers discharged from the Marine Corps, to the Commandant of the Marine Corps, Washington, D. C.

Navy and Coast Guard enlisted veterans will be required to file their applications with the Field Branch, Bureau of Supplies and Accounts, Cleveland, Ohio. Enlisted veterans of the Marine Corps will file their applications with the Commandant of the Marine Corps, Washington, D. C.

Certain persons discharged or released from active duty are excluded from benefits under the mustering-out pay law. Among these are:

(1) Those who were not discharged under honorable conditions.
(2) Those who at the time of discharge or release from active duty are transferred or returned to the retired list, with retired pay, or to a status in which they receive retirement pay.
(3) Those discharged or released from active duty on their own request to accept employment and have not served outside the continental limits of the United States or in Alaska.
(4) Members of the armed forces whose total active service has been as a student detailed for training under certain specialized or college training programs.
(5) Any member of the armed forces for any active service performed prior to date of discharge for the purpose of entering the U. S. Naval Academy or the U. S. Coast Guard Academy.
(6) Those whose only service has been as a cadet at the U. S. Coast Guard Academy or as a midshipman at the U. S. Naval Academy or in a preparatory school after nomination as a principal, alternate, or candidate for admission to any such academy.
(7) Any officer, who at time of discharge or release from active service, held a grade higher than that of captain in the Marine Corps or lieutenant in the Navy or Coast Guard or any captain or lieutenant with over 17 years' service for pay purposes.



Spindrift (Pre-Flight School, Iowa City, Ia.)

"Well, Gillpin, here we are—pay day again!"

In the case of any veteran discharged under honorable conditions on or after 7 December 1941, and who died after leaving the service and before receiving any portion or the full amount of mustering-out payment to which entitled, payment of the amount due may be made to a surviving wife or husband, or if there is no wife or husband, in equal shares to his child or children, if any; and if the veteran leaves no surviving wife, husband, or child, payment may be made in equal shares to the surviving parents. In these cases application should be submitted by letter addressed as follows: If the veteran served in the Navy, to the Chief of Naval Personnel, Navy Department, Washington 25, D. C.; if the veteran served in the Coast Guard, to U. S. Coast Guard Headquarters, Washington 25, D. C.; if the veteran served in the Marine Corps, to the Commandant of the Marine Corps, Washington 25, D. C.

Penalties are provided by law for making false claims for mustering-out pay.

Scholarship Offered Sons Of Naval Personnel

The trustees of Rensselaer Polytechnic Institute, Troy, N. Y., have made available one full four-year tuition scholarship for the class beginning 1 July 1944, to sons of officers, petty officers or non-commissioned officers on the active or retired lists of the Navy and Marine Corps, sons of deceased personnel of the above categories, and to sons of officers of the Naval Reserve on active duty. The student selected will be awarded free tuition amounting to $1,800 for the full four-year course.

Application blanks for the scholarship may be obtained by applying to the Bureau of Naval Personnel. As this is a very valuable scholarship, all personnel interested and qualified to apply for it should submit their applications and secondary school records to the Bureau as soon as possible and *not later than 1 June 1944*. The Navy Department board to select a recipient will meet early in June, and the recipient selected should be prepared to arrive at Rensselaer Polytechnic Institute, Troy, N. Y., by *1 July 1944* in order to enter the class beginning on that date.

The following, taken from a letter from Rensselaer Polytechnic Institute, is quoted for the information of the service:

"Candidates should be considered on the basis of scholarship, rank,

and leadership qualities. Only an exceptional student should be considered and the successful candidate will be required to maintain an average grade of 85%.

"The Institute maintains 12 undergraduate courses leading to the Bachelor degree, as follows:

"Civil Engineering, Electrical Engineering, Metallurgical Engineering, Physics, Mechanical Engineering, Chemical Engineering, Business Administration, Biology, Industrial Engineering, Aeronautical Engineering, Chemistry, Architecture.

"Graduate courses are also offered leading to the Masters' and Doctors' degrees.

"The scholarship which the trustees of this Institute offer is distinctly an honor scholarship and is not of the usual kind in which any student who can get a bare passing grade continues to be eligible. In selecting the successful candidate, it is requested that a committee representing the Bureau of Naval Personnel, Yards and Docks, and Ships, be appointed and that they be directed to pay considerable attention to the things that the candidate has done outside of the classroom, such as editorial work, athletics, music, Boy Scout work, etc."

Scholarships Offered Daughters of Naval Academy Graduates

The principal of the Ogontz School, Montgomery County, Pa., has advised BuPers that the one full scholarship of $1,800 and two partial scholarships of $900 each, offered by the trustees of the Ogontz School will be available for the school year beginning in September of this year.

These scholarships are limited to daughters of graduates of the U. S. Naval Academy on active duty and are not restricted as to place of residence. The full $1,800 scholarship represents the full fixed school charges. The partial scholarships of $900 each represent a reduction in the annual cost of tuition and charges at the school of about one-half the total charge.

These scholarships are for the two-year course in the Ogontz Junior College, which provides for a course of study containing the essentials of a college course both in academic and artistic work. The plan of study is equally adapted to the girl who completes her education at Ogontz. The courses offered prepare any student who attains high standing to enter universities and certain specified colleges with the rank of junior.



Beacon (NTS, San Pedro)

"The leak hasn't been found yet, sir. Shall we continue the search?"

There is no entrance examination, but the applicant must be a graduate of an accredited high school or comparable secondary school, and while it is specifically prescribed that no selection by competition is desired or intended, other things being equal, the selection will be given to a girl who has a good scholastic record rather than to one with a poor record.

Since it is extremely difficult to judge the applicants solely on the basis of "paper" records, a personal interview of those deemed to have a reasonable chance of selection becomes a very desirable element in the making of the distinction which will undoubtedly be necessary if the judging is to be done on an equitable basis.

The Commandant of the Eleventh Naval District and the Superintendent of the Naval Academy have each been designated to appoint a board or committee to interview and nominate applicants for these scholarships to the Navy Department where final selections will be made after consideration of the detailed recommendations of the respective boards or committees.

The parents of any girl desiring to have their daughter considered for one of these scholarships should apply to the Commandant of the Eleventh Naval District or to the Superintendent of the Naval Academy. The letter of application should contain the following information:

(a) a photograph of the applicant,

(b) a letter from the pastor of the family's church,

(c) a letter from the principal of the high school or secondary school from which the applicant graduated, together with an attested statement of academic record, and

(d) such other letters of recommendation as the parents desire to submit.

Applications for these scholarships must be forwarded in time to reach the Superintendent, U. S. Naval Academy, or the Commandant, Eleventh Naval District, by 1 May 1944.

DISTRIBUTION of the INFORMATION BULLETIN

By BuPers Circular Letter No. 162-43 (appearing as R-1362 in the Navy Department Bulletin of 1 September 1943), the Bureau directed that appropriate steps be taken to insure that all hands have quick and convenient access to the BuPers INFORMATION BULLETIN, and indicated that distribution should be effected on the basis of one copy for each ten officers and enlisted personnel to accomplish the directive.

In most instances, the circulation of the INFORMATION BULLETIN has been increased in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each ten officers and enlisted personnel. Because intra-activity shifts affect the Bureau statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

Normally copies are distributed only to activities on the Standard Navy Distribution List in the expectation that these activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issue.

It is pointed out that the pro-rata distribution does not allow for personal copies, and that if every magazine is to have its ten readers, it must be passed along and not retained for private use.

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THIS MONTH'S COVERS



Flight-deck crewmen of a Navy aircraft carrier watch a Hellcat fighter, waved off as it came in for a landing, climb to circle for another approach. The picture was taken during a strike into the Jap-held Marshalls shortly before our amphibious attack (story on page 5). INSIDE FRONT COVER: Late afternoon sun highlights a U.S. battleship of the 35,000-ton South Dakota class as seen from its teammate, a carrier of the 25,000-ton Essex class, on a task-force mission in the Central Pacific. OPPOSITE PAGE: U.S. troops go over the side of a Coast Guard-manned combat transport to enter landing craft for the invasion of Empress Augusta Bay, Bougainville. (Cover and inside front cover, Official U.S. Navy photographs; opposite page, Official U.S. Coast Guard photograph.)

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"MARCH OF DEATH" on Bataan

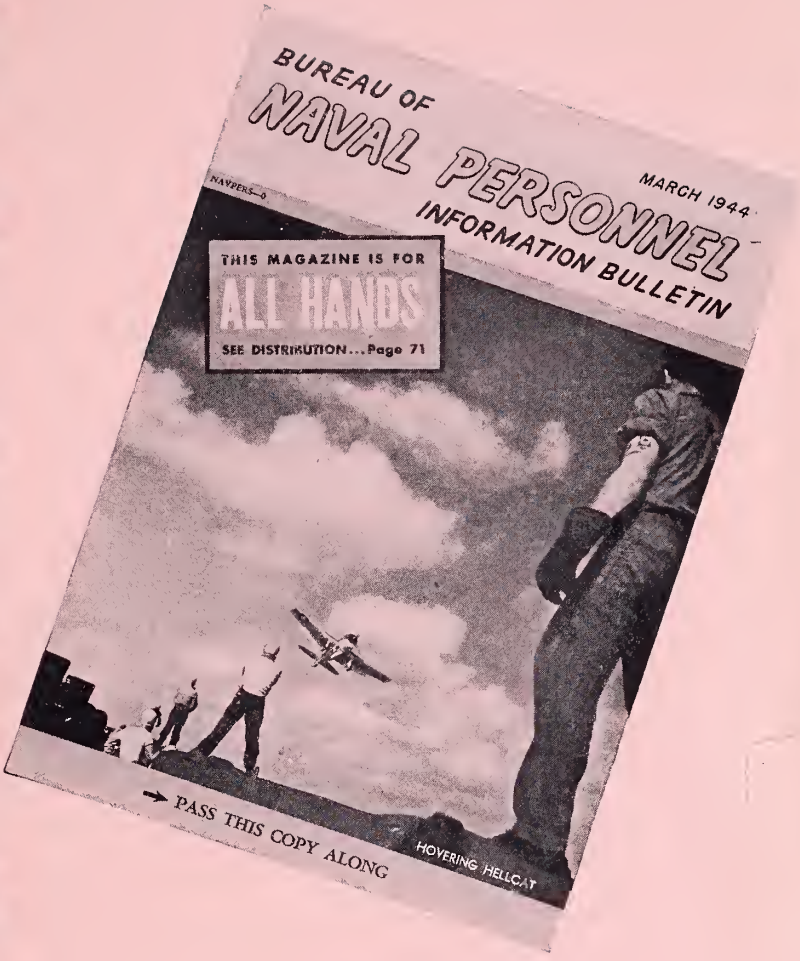
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CONQUEST OF the MARSHALLS

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This announcement (see other side) is inserted in every copy of the Information Bulletin; as many as possible should be placed on bulletin boards. The Information Bulletin should be available to all hands; if enough copies are not provided, to effect distribution as indicated on page 71 of the March 1944 issue, additional copies may be requested of BuPers.

BUREAU OF

APRIL 1944

NAVAL PERSONNEL

INFORMATION BULLETIN

NAVPERS—0

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DESTROYER vs. ATLANTIC



BUREAU OF
NAVAL PERSONNEL
INFORMATION BULLETIN

APRIL 1944 • NUMBER 325

VICE ADMIRAL RANDALL JACOBS, USN
The Chief of Naval Personnel

REAR ADMIRAL L. E. DENFELD, USN
The Assistant Chief of Naval Personnel

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This magazine is published monthly in Washington, D. C., by the Bureau of Naval Personnel for the information and interest of the Naval Service as a whole. By BuPers Circular Letter 162-43, distribution is to be effected to allow all hands easy access to each issue. All activities should keep the Bureau informed of how many copies are required. All original material herein may be reprinted as desired.

PASS THIS COPY ALONG AFTER YOU HAVE READ IT



One-Two-Three Punch

'No Bonfire Ever Lit Up a Horizon As Does the Flaming Crash of Jap Torpedo Bombers at Night'

The following eyewitness story of action in the Pacific is from an account prepared by two Navy chaplains afloat, as a newsletter to be sent home by members of the crew of a U. S. warship whose identity must, for the present, remain undisclosed.

First Phase

For the time being our troubles are over but the past weeks have been full of activity and invaluable experience. We have been members of a mighty team wearing the uniform of our Uncle Sam. We have been cogs in a colossal war wheel which has ground into the dust a few more Japs.

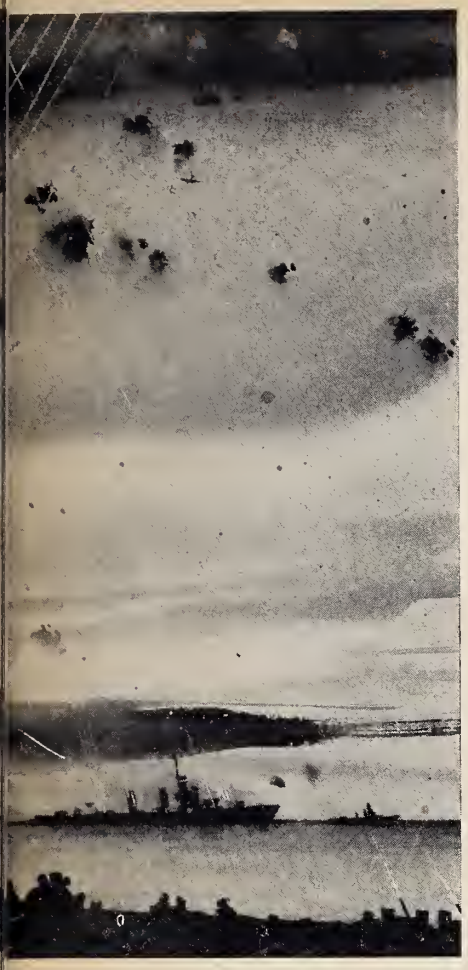
It was like listening to a football game at home on a Saturday afternoon, for example, to hear the Marine landings, as reports came over the ship's public address system. We had to admire the practical, matter-of-fact manner in which they went about the grim business of blasting the Japs. They did much more than we in the operation, yet it was the work of our group to prepare the way for the invasion. As we heard of them reaching the beaches which had been blasted with ship shellfire we knew that our work had undoubtedly saved the lives of hundreds of leathernecks.

There were thrills on this operation of a different nature from the last. A destroyer came alongside at sea. sent a patient over in a stretcher and rushed off on the prowl. It is quite an experience to see a man transferred from one ship to another with the water rushing between the two ships as they keep right on their course. Another destroyer came by later with a patient, one of the flyers they had picked up in the water. It was a beautiful job of transferring him. They, too, went off looking for Japs. They had proceeded only a short distance when they ran into four Jap ships and what a picnic they had!

The sight of Jap ships burning at sea certainly lifts your morale. The smell of burning wood filled the air for miles around. Our ship asked if the destroyer needed assistance. "No", came the answer, "we have the situation well in hand."

The afternoon before we did our job, a very noisy part of the operations, we had church services on the fantail of the ship. The pennant which signifies "divine services being held" was being flown from the masthead while over it and all around us great flights of planes were taking off and landing on the carriers, doing their job. Leaving us they dropped their bombs, fought off Jap planes and came back for more fuel and ammunition. So the church services, as far as we were concerned, were very appropriate. They showed the Lord that we were doing the best we could and at the same time asking His help. It is getting to be quite the thing now to have our church hymns mingled with the roar of the plane motors.

On the next morning—bright, cheerful and almost peaceful—we followed an air strike into the islands. We had quite a celebration. Most of the day was spent in company with a few other ships exterminating the Japs and their shore installations with our big guns. At one time during the bombardment some of the Japs came out of a building with a portable five-inch gun. They just about got it set



up and, as though our boys had been waiting just for this, they laid a beautiful salvo right alongside of them. When the smoke cleared away there were no Nips and the "big gun" was a droopy little pop gun which would never pop again.

Starting along the beaches the big guns ranged far and wide. Here an oil storage tank would go up in smoke. A little further there would be fires and then suddenly, with a terrific explosion which seemed to lift a major part of the island with it, an ammunition depot blew up in a geyser of flame and smoke. Then we drew off a little for a momentary lull as the dive bombers, which had been waiting on the horizon the word to come in for their act, appeared on the scene. They came in very high, peeled off one at a time and dropped their 1000-pound calling cards on the buildings still standing. Later the marines landed and received almost no opposition on the beach. We were told that almost 60% of the Jap defenders had been destroyed during our bombardment.

Second Phase

As we finished the above paragraph we thought the letter would be on its way to you shortly. We pulled back into a port for fuel and ammunition. There a surprise awaited us. We stocked up quickly and without delay, and when all was in readiness, one bright and sunny morning we left port. With a number of battleships, carriers and destroyers we started out on another attack. The Nips were sleeping soundly when our first flight of airplanes gave notice that Uncle Sam's boys were overhead. There is little to say about this. You know what happened from your newspapers. What a shock it must have been to the Nips. What a shock it was to us, too, listening in on the radio the afternoon before the strike to hear a New York news commentator blithely tell the world that our next stop would be just where we were going. Thank heavens the Japs did not believe him and we caught them flat-footed. You have seen the score. Even the Japs in Tokyo admitted this raid made them very unhappy.

Third Phase

Well, we thought that this strike would end our battle proclivities momentarily but we did not even go back to port. Instead we picked up a little fuel at sea and started out again to take another bite out of the Nipponese Empire. This time we were not so fortunate—at least we did not get in with a surprise attack.

Moving along the afternoon before the strike one of our ships saw a submarine in the distance, another saw a Jap plane so we knew that our goose was cooked so far as secrecy was concerned. Just after sunset the Japs confirmed our fears and in came the first of a long series of night attacks. Twice there was a brief lull in the attack after planes were shot down. We thought they had given up and gone home. How wrong we were! But the Japs learned there is nothing so "ornery and mean" as an American sailor hauled from his dreams. After midnight, word came "enemy planes closing." Now we were "mad" and inside 20 minutes four Jap planes had fallen, blazing infernos. There was no sleep from then on. We estimated the worst would come at daybreak. It did.

As the carriers were launching their planes the first Jap torpedo bomber came in. All the ships took a crack at it but still he came. Just before reaching his target it seemed that his steering gear was shot to pieces. As he tried to crash dive a ship, he missed by 30 or 40 feet to burst into flame beside his target. A cheer went up from all the ships and almost in the same breath came the word "Jap plane on the horizon." The plane, another torpedo bomber, was visible to the naked eye, as he looked over the situation. Finally he made up his mind and began his run. Came the word "Jap plane 18,000 yards, closing." Then the gorgeous and colorful sky lost its peaceful aspect as shrapnel, clouds of smoke and machine gun tracers closed in on the target and finally caught him. A great burst of flame and he fell into the sea. We breathed easier.

The next attack came from a different angle—we could see two planes looking over the group at about 20,000 yards, when three fighters came in through the clouds, cried "tallyho," and right in front of us was the prettiest "dog fight" you would want to see. Two fighters took one plane and one took the other. It lasted only about three minutes as both Japs were down in flames in about that time. The second plane put up a better fight and looked for all the world like a Great Dane trying to shake off a vicious little terrier. But the terrier knew his business. "Splash two Japs."

Suddenly the machine guns on the forward part of the ship opened up very high in the sky. "Dive bomber" came the cry. And there it was. A solitary Nip getting ready to "bomb the pants" off us. He made a fast run and every gun on the ship went into action—he was too high and then started another run on the nearest carrier. All over the formation guns were belching fire. As he came over the carrier he pulled out of his dive, apparently to release his bombs. There our fire reached him and he went into another dive, powerful and unscheduled, his bombs with him. What a sight as black smoke trailed him to a flaming crash which marked off another Nip!

But those Nips never learn and again came the torpedo attack. This one took everything we could give it and almost reached the carrier when he exploded in midair with probably the largest amount of American shot and shell ever put in one plane. There is nothing lacking in the Japs' courage—only it happens we have the perfect antidote for their attacks, the ability to shoot them down.

So while our carrier planes, on their missions, were ruining two of the best Jap bases in the area, destroying shipping, knocking down planes and strafing those on the ground, we were carrying on a little vendetta of our own and the final score for our part of it—night and day attack—was 16 planes. The final score of our whole carrier task force will have appeared in print before you receive this. However, you know that we are busy and doing a good job.

This third phase treated us to a magnificent and awe-inspiring spectacle. No Fourth of July compares to the sight of a formation of ships firing at planes in the dark—no bonfire ever lit up a horizon as does the flaming crash of Jap torpedo bombers at night. It has taught us, too, not to underrate our opponent. His courage is superb and his determination to get us lacks nothing. That's all for now. Will write again soon. Remember us in your prayers.

CARRIER RAIDS:

Four Pages of Pictures on Recent Sea-Air Strikes in Central Pacific



Official U. S. Navy photograph.

Torpedo bombers wheel above U. S. carriers in Marshalls. On flight deck in foreground are dive bombers.



GUARDIAN: Battleship of 35,000-ton South Dakota class is seen beyond deck of 25,000-ton Essex-class carrier as they head for Jap base in Central Pacific.



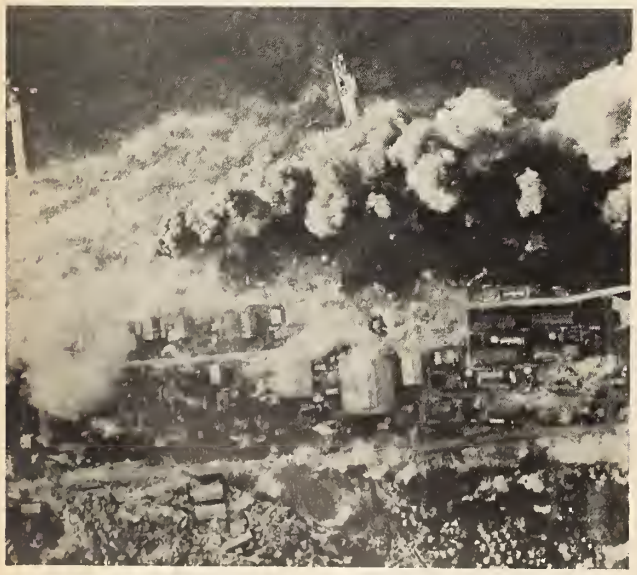
TAKEOFF: Hellcat roars through light-reflecting spirals of condensed air moisture caused by drop in pressure and temperature at tips of propeller blades.



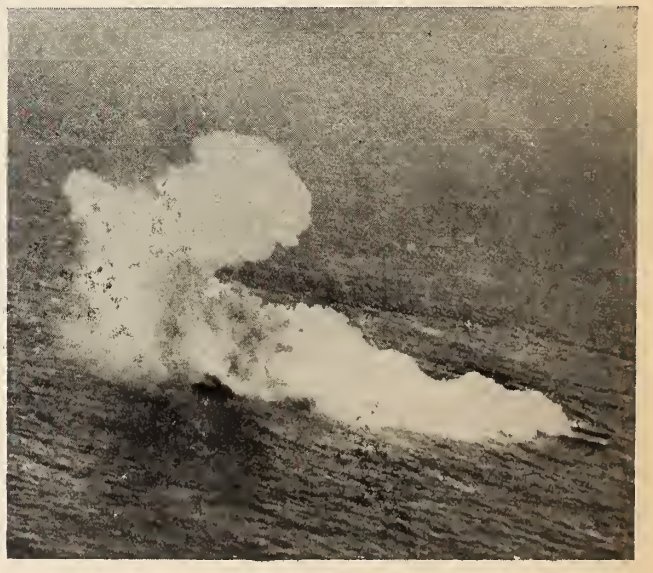
Official U. S. Navy photographs

Carrier fighter pilots smile across tail surface of Hellcat just after shooting down 17 Zeros in Marshalls.

TRUK: *Planes from a U. S. carrier task force saw this view as they swooped down on Truck in the daring two-day attack that cost the Japs 23 ships sunk, 6 probably sunk and 11 damaged. The Japs also lost 201 planes in the raid, which, as Admiral Nimitz put it, "effected a partial settlement" for 7 Dec. 1941. Here Jap ships in harbor get up steam in frantic attempt to escape the slashing thrusts of U. S. planes. At least two ships are already on fire; many others wound up on harbor bottom.*



STRUCK hard was Jap seaplane base on Dublon Island. You're looking down on hangars, repair and supply buildings. Bright spots are exploding incendiaries.



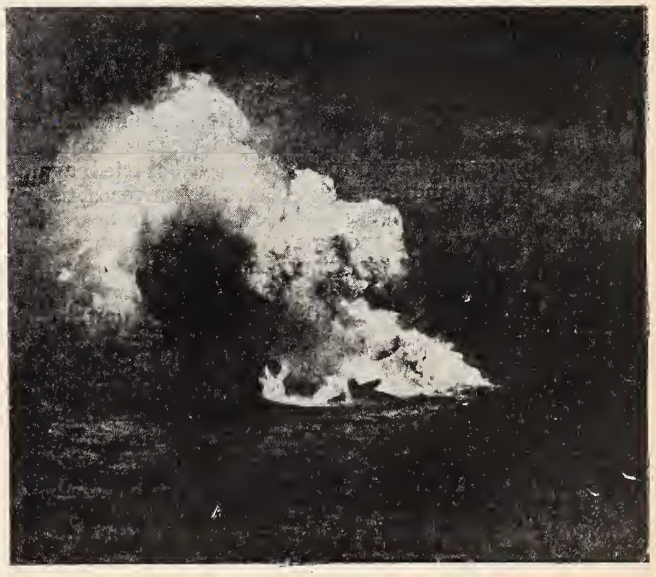
Official U. S. Navy photographs

STUCK by U. S. aerial torpedoes during the attack, this Jap cruiser is shown listing and burning. Note torpedo wake approaching the ship from top center.

MARIANAS: *Six days after its attacks on Truk, the same U. S. task force blasted Japan's Marianas Islands. Detected as they came into range of enemy land-based planes, the raiders fought off the Japs for 11 hours—then, in the teeth of the aerial storm, launched their own bombers against bases and shipping at Saipan and Tinian. Above: A Navy pilot guns his plane to take off into a sky splotched with ack-ack from his carrier and protecting warships.*

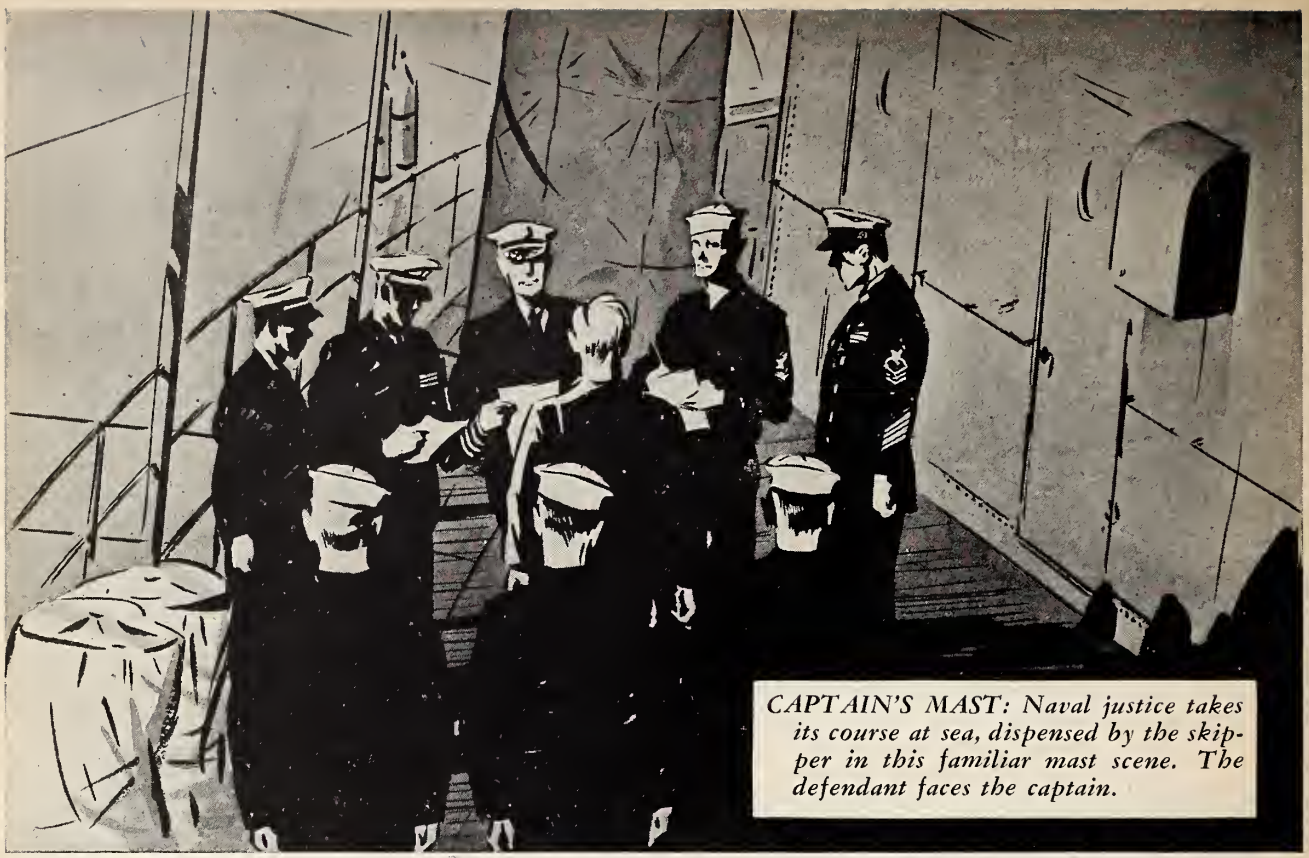


SPLASH ONE JAP: Crewmen cheer aboard U. S. carrier in Marianas as enemy plane, shot down by guns of their task force, hits water behind cloud of smoke.



Official U. S. Navy photographs

AND ANOTHER: Spouting flames, a Jap plane sinks beneath the surface off Saipan—one of 14 shot down by U. S. ships as our planes battered the enemy base.



CAPTAIN'S MAST: Naval justice takes its course at sea, dispensed by the skipper in this familiar mast scene. The defendant faces the captain.

More Than an Even Break

Naval Court Procedure Differs From Civil Ways But It Guarantees Justice For All Personnel

"Equal Justice Under Law."

Those words have a deep meaning for all Americans. They symbolize a vitally important aspect of the democratic heritages for which our men are fighting all over the world.

Generally construed as referring to civil law, "Equal Justice" is nevertheless the prerogative of the men and women who serve today in the U. S. Navy.

The Navy operates outside of civilian jurisdiction, with a system based on disciplinary code and procedure, operated solely by and for naval personnel.

But one of the outstanding features of naval justice is that it grants automatically and without a request, to all defendants found guilty—to those who plead guilty and those who plead their innocence—more reviews (in effect, more appeals) than ever are accorded a defendant under civil law.

This fundamental fairness of the naval disciplinary system should not be confused with leniency. With the United States fighting in the greatest war in history, adequate punishment consistent with the nature of the offense can and should be expected.

Naval justice is designed to be speedy and efficient. The guilty may expect adequate and fair punishment, but the rights of the guilty are protected all along the line. In civil life, a defendant goes to prison and serves his sentence if he pleads guilty. The fact that the indictment on which he was tried is defective does not matter if his lawyer fails to discover it. If he pleads guilty, he pays the penalty. In naval justice, all specifications (the Navy equivalent of an indictment) are reviewed, and all fatally defective specifications are thrown out. In such cases, the defendant may, of course, be tried again if the authority who convened the court-martial that originally heard his case sees fit, provided the accused has not served any portion of the sentence.

Naval justice is based on written and unwritten law. The written law comes from the Constitution of the United States, statutory enactments of Congress, Navy Regulations, orders and instructions. The unwritten law comes from decisions of the courts, decisions of the President and the Secretary of the Navy; opinions of the Attorney General of the United States and the Judge Advocate General of the Navy; court-martial orders, and customs and usages of the service.

The keystone of the naval disciplinary system, if any one body of law may be called the keystone, is the Articles for the Government of the Navy, 70 in number and embodied in the statutes of Congress and as the first 70 articles contained in Navy Regulations. These articles have their foundation in the disciplinary system of the British Navy and in the first articles to govern the American Navy, adopted by the Continental Congress on 28 November 1775, known as "Rules for the Regulation of the Navy of the United Colonies."

Administering the colonial navy was the Marine Committee of the Continental Congress. John Adams, who later became the second president of the United States, wrote the initial set of rules. The rules did not meet with the approval of John Paul Jones, the great naval hero of the colonies, but remained in force until 2 March 1779 when a naval code of 50 articles was adopted.

There were even state laws relating to naval discipline during the Revolution. The Continental Navy was fighting the British, but so also were the naval vessels sailing under the flags of 11 of the 13 original states.

The Constitution of the United State gave Congress power to establish rules and regulations for government of the Navy, but there was little public interest in the Navy after the Revolution and nothing further was

done until 1798. In that year, Congress established the Navy Department and adopted the original draft of the Articles for the Government of the Navy.

Naval law of today had its inception in ancient times, in the laws of Rome and of other Mediterranean cities and states which were codified into the sea law of the Republic of Rhodes. In turn, the laws of Rhodes became the foundation for what was known as the Code of Oleron, the body of naval law used by Richard Coeur de Lion at Marseilles, when he was organizing his naval units for transportation of the army to the Crusades in the Holy Land in 1190.

The name of the latter code is believed to come from William de Forz of Oleron, one of the five commanders who served under Richard and later became one of the lawmakers of the British Navy. Richard introduced the code to England when he returned from the Crusades.

Eleanor, Duchess of Guinne and mother of Richard I of England, originally compiled the Code of Oleron and parts of it were included in the *Black Book of the Admiralty*, a collection of manuscripts on naval law published in the 15th century. This book, the real foundation for present-day British sea law, was lost late in the 18th century and discovered in 1874 in an old chest. It had been written in Norman-French, then the language of the English court.

The aims of modern democracy and justice are carried out in today's administration of naval law but, under the Code of Oleron, offenders were punished by the rule of "an eye for an eye and a tooth for a tooth." For example, here are some of the penalties contained in the code:

"Anyone that should kill another on board ship should be tied to the dead body and thrown into the sea.

"Anyone that should kill another on land should be tied to the dead body and buried with it in the earth.

"Anyone lawfully convicted of drawing a knife or other weapon with intent to strike another, or of striking another so as to draw blood, should lose his hand.

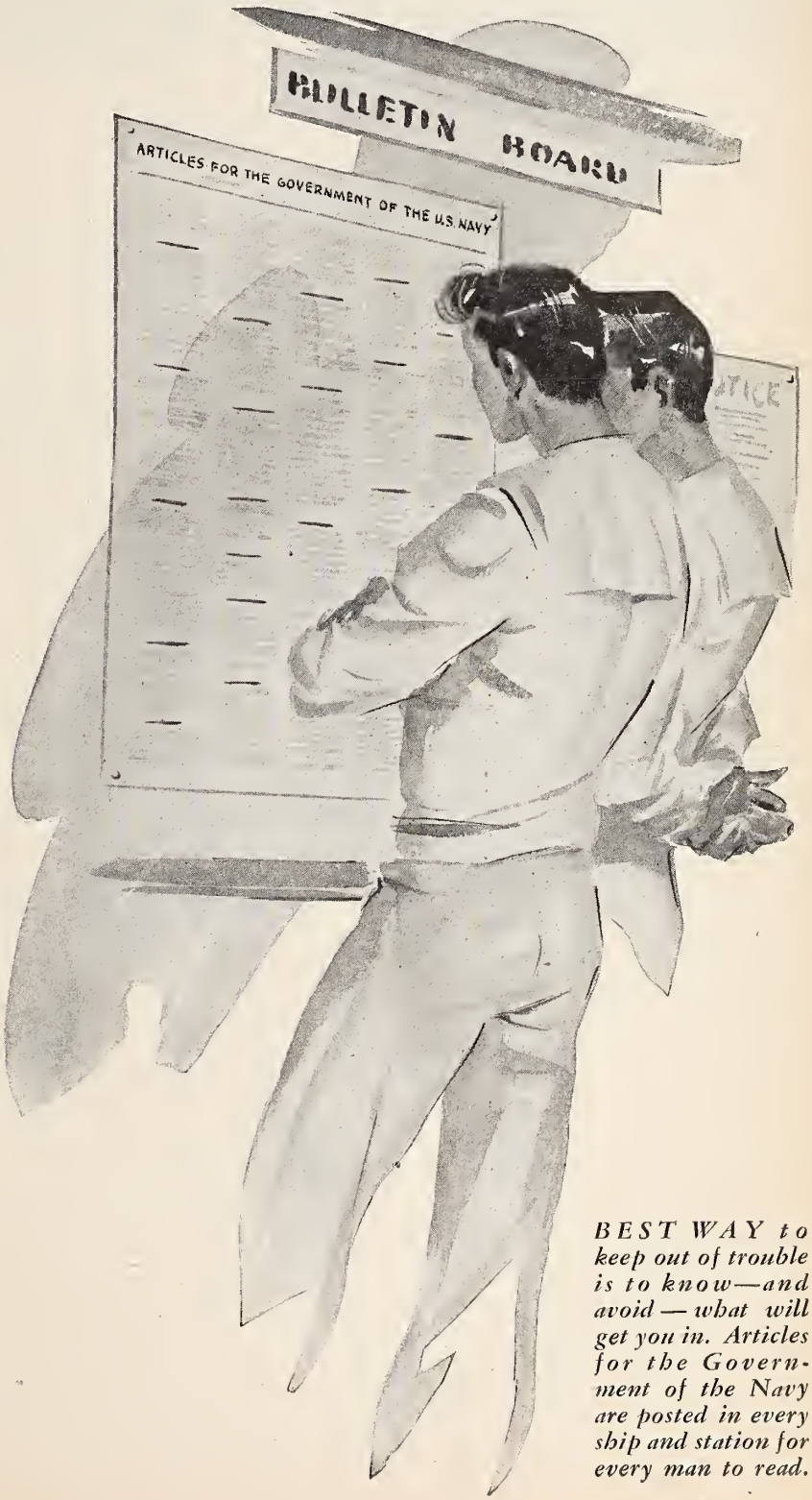
"Anyone lawfully convicted of theft should have his head shaved and boiling pitch poured upon it and feathers or down should then be strewn upon it for the distinguishing of the offender; and upon the first occasion he should be put ashore."

Even as late as 1750, additional offenses were made punishable by death, and flogging was still the penalty for many infractions. Sailors tossed into the ship's brig frequently found themselves in irons. Courts-martial were held on deck when the weather permitted. Floggings usually were administered on deck, in sight of all the men of a ship. Such was the naval justice of yesterday. Now for that of today.

Reducing present-day naval justice to a common denominator, take the hypothetical case of Seaman Second Class Mac, an average American youth in the service, an individualistic fellow, vigorous and patriotic, one who works hard when he works and who likes to play, one of those fellows who can and does get into trouble once in a while.

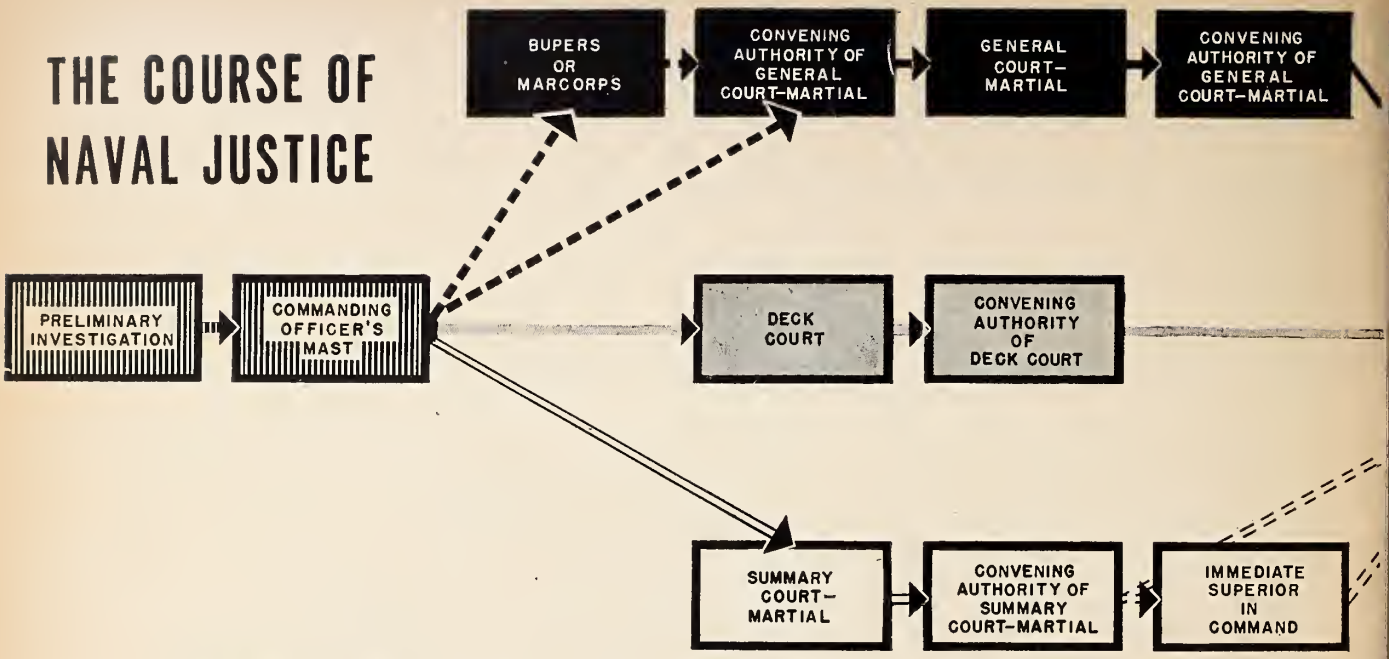
Mac is new to the Navy. Maybe he had volunteered, maybe he had come in through Selective Service, maybe he had been signed up in the reserve and then called to active duty. Anyway, Mac's in the Navy now.

Behind him are his home, the old home town and a system of justice he remembers by such names as Police Court or Mayor's Court, Common Pleas Court, Circuit Court or Superior Court, State Supreme Court, and then too, as he probably knows, there are the Federal District Court, Federal Circuit Court of Appeals, and last and



BEST WAY to keep out of trouble is to know—and avoid—what will get you in. Articles for the Government of the Navy are posted in every ship and station for every man to read.

THE COURSE OF NAVAL JUSTICE



highest of all, the Supreme Court of the United States.

By different names, he learns of a series of naval courts convened variously for different types of cases. Lower civil courts never try the more serious offenses. The same is true of naval courts.

First of all in the Navy's legal system is Captain's Mast, the name derived from sailing vessel days when a captain literally held court before the mast for all men charged with offenses against naval discipline. Here punishment is promptly awarded in accordance with Navy Regulations, or, if the information furnished at mast indicates the need for further introduction of evidence or the award of punishment more severe than can be awarded without formal trial, then the Captain says "Deck Court" or "Summary Court."

The Deck Court consists of a Deck Officer appointed by the captain to sit as trial judge, jury and prosecutor. Summary Courts, where three officers sit as judge and jury, are for more serious offenses charged against enlisted personnel, up to and including chief petty officers.

For the most serious offenses against Navy law, there are General Courts-Martial, for officers and enlisted personnel, with five to 13 officers sitting as judge and jury.

Now to get back to Mac, a good sailor with a good record until he got into trouble one night.

Mac's trouble was the same as most sailors who get into serious trouble with naval authorities, going "over the hill" one way or another—A.O.L. (absent over leave) or A.W.O.L. (absent without leave) for a few hours, a day, a week, a month or more (the more time away, the worse the violation of naval law, the more chance for trial by a higher or highest Navy court and the greater the penalty).

Mac went to town on liberty one night. To hear him tell it later, he just had a few beers at Bill's Tavern on the main corner. A lot of other Macs were there. So were some G.I. Joes and a few civilians. There was fellowship, good cheer and good beer. Anyway, Mac said he drank nothing but beer that evening.

The next morning when Mac awakened, he rubbed his eyes, gripped his forehead and groaned. It was hangover morning. He blinked at the sun shining through the windows and then took a panicky look at his watch.

That one look plunged him into grief. It was noon and Mac had been due back at the station by 0800. He already was four hours A.O.L., first time he'd ever been late for duty even after a large night. What to do?

Go back now and face the music?

Already "in dutch," stay in town and make another night of it?

After all, a good stiff shot out of a bottle with a green revenue stamp was good medicine for a hangover. Yes, and have another good time to remember as he sat it out in the brig?

The hangover didn't contribute to an intelligent decision. Mac's brow broke into a cold sweat. His pulse was weak. His head ached. Mac falteringly felt his way into the bathroom and took a shower. Boy, it felt good. He dressed hurriedly. Downstairs in the coffee shop, some coffee and ham and eggs brought him back to life, back to the point where he was ready to reason his way out of his dilemma.

First of all, let's assume Mac wanted to do the right thing. He realized that he had been on a binge, that he was hurting the Navy and himself by being A.O.L., that the best thing to do was to beat it back to the gates of his shore station where the marine guards were ready to greet him.

Mac went back, and the OOD logged him in. This clinched the evidence against him, but it also was a protection since it proved at least that he wasn't out longer. His immediate superior, a young lieutenant named Bartlett, knew Mac was A.O.L. because he'd been absent at morning muster.

Mac went in to face the music.

Mac told his story. He told the truth, assuming he had drunk nothing but beer—"just a few beers, sir!!"

First, he got a good dressing down. And then—"I'll have to take you to the executive officer," said the lieutenant. It was just a few minutes walk to the Administration Building where the exec's office was located. Mac's brow broke into another sweat. He walked into the exec's office. He had never reached such a high place in Navy calls before. Lieutenant Bartlett made a report of the case.

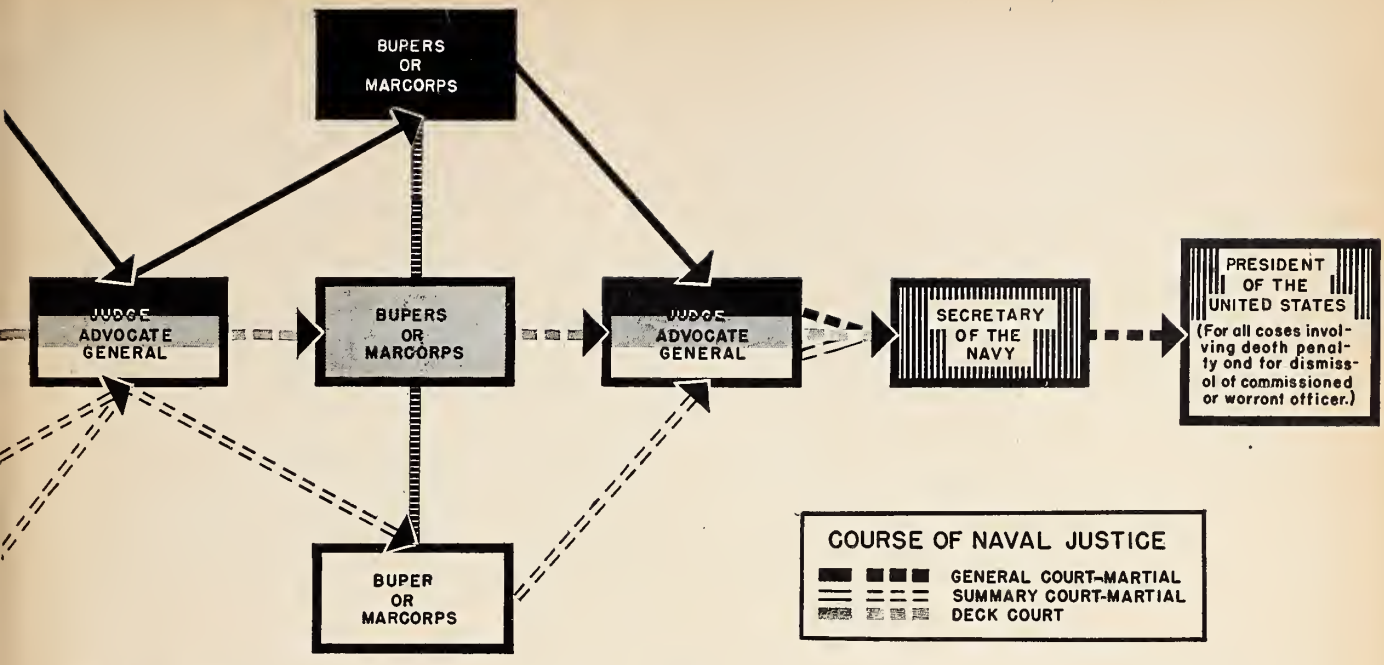
"Five hours A.O.L.," noted the exec, a naval officer young in years but growing old in experience. "What have you to say for yourself?"

Mac told the story again—just a few beers, he must have been sick, and he had overslept.

"Well," said the exec, "I'll have to enter your name on the report book for Captain's Mast. The master-at-arms will notify you when to appear before the captain."

Mast — Mast — Mac pondered the word. He had been informed of the nature of Captain's Mast when he entered the Navy. The word mast was rather awesome to him.

It was Mac's first introduction to naval justice, and it wasn't long in coming. A master-at-arms notified Mac that it would be at 1100 next day in the big hallway just outside the captain's door in the administration build-



ing. He was made a P.A.L. (prisoner-at-large.

Mac faltered through the afternoon, did a halfway job, ate sparingly, tossed half the night and awoke with trepidation. He gulped down two cups of coffee for breakfast and sharply at 1100 he was in the passageway outside the Captain's office. As he approached, he found a small, orderly group. In the middle of the hallway, facing him, was a speaker's stand. On it were the service records of the men called before the captain. Around the stand were the exec and the exec's yeoman. On the left was Chief Master-at-Arms Jones, plain-spoken Navy veteran who handled those coming up before the mast. On the right, ready to answer questions from the captain about Mac, was Lieutenant Bartlett. The master-at-arms assembled the men ordered to Mast and called them to attention as the captain entered.

Mac had a swift arraignment. The captain read the executive officer's Mast book. Mac didn't deny he had been A.O.L.

"This is your first offense. I see," said the captain. The lines in his face lost their tenseness. "What have you to say for yourself?"

Mac told his story.

"Yes," exclaimed the skipper. "The same old story, just a few beers last night, but it's not a story you ought to be very proud of. You haven't learned to drink like a man, have a good time and still get back to the job. You haven't been fair to yourself, and you haven't been fair to the Navy. The United States is at war. Your time and the time of every other man, patriotically devoted to working and fighting, means everything to our war effort. You have injured yourself and your country.

"But"—he paused—"I see it's your first offense. . .

"Ten hours extra duty," he declared. "Remember, it won't be so easy the next time. In fact, there had better be no next time. Understand?"

"There'll be no next time, sir," Mac said. He did an about face as he was dismissed and breathed a deep sigh of relief.

Mac began to pull himself together. But he wanted no more of it. All he wanted henceforth was to do his job and keep his slate clean and get ahead in the Navy. And the Navy, far from being vindictive, was giving him his chance.

So far, so good. But what about the other Macs whose A.O.L. in some cases run into weeks or who knock off for a few days A.W.O.L., going "over the hill" without leave? How does Navy justice work for them?

A second Mac already had been at Captain's Mast for being almost a day A.O.L. He paid the penalty, shrugged his shoulders nonchalantly, and a month later, on a big week-end, he went four days A.O.L. He liked the girl friend so well that he had several dates with her. The Shore Patrol rudely terminated the affair. He landed in the brig back on the base.

"Second offense," affirmed the skipper. "Trial by Deck Court."

This Mac wasn't a sea-lawyer, one of those guys not a lawyer but who knew the book pretty well. However, the night before, he had read over Article 64 of the Articles for the Government of the Navy. He knew that a Deck Court officer could give him any one of a number of rather severe penalties.

Mac did some fast thinking. The penalties ran through his mind—solitary confinement up to 20 days on bread and water or on diminished rations; solitary up to 20 days; confinement up to 20 days; reduction to next inferior rating; deprivation of liberty on shore on foreign station (this didn't matter, he was in the good old U. S. A.); and extra police duties and loss of pay.

This Mac didn't want to trust his legal fortunes to a single officer, a Deck Court officer who, as he knew, acted as judge, jury and prosecutor, by appointment of the captain.

Mac had read some more in the book. He knew he didn't have to stand trial by Deck Court unless he wished. He could ask for trial by Summary Court Martial, with three officers instead of one to judge him.

"I'd like a Summary Court," he told the captain.

"Trial ordered by Summary Court-Martial," said the captain.

Later that day—naval justice moves swiftly — Mac received a copy of the specification charging four days A.O.L., stated briefly in simple terms.

Mac was informed of the time and place of the Summary Court session—next Monday, in the station conference room, Administration Building. The court was composed of the senior member (presiding judge), Commander Vernon, with Lieutenant Calhoun and Lieutenant Oliver as members and Ensign Zilmer as recorder—meaning prosecutor.

Mac knew he was entitled to defense counsel—an officer of his own choice, if that officer were available, or an officer to be named by the convening authority. Mac was acquainted with Lieutenant Thomas, division officer of a unit in which one of Mac's close friends was a yeoman. He like the lieutenant pretty well and decided to ask for him as defense counsel. The request was granted, because Lieu-

tenant Thomas was available and willing to serve.

Mac went over the case with Lieutenant Thomas. They knew without any doubt that under Navy law Mac was guilty. The record would prove that. The best thing, they decided, was for Mac to plead guilty and then to make a statement in his own behalf.

There was one redeeming factor—his fine battle record. He had been commended by his skipper a few months before for action against the enemy and for jumping overboard to rescue a shipmate. Mac decided, on the advice of Lieutenant Thomas, to make a statement in regard to his length of service and to let his service ribbons speak for themselves.

The case went to trial. Mac and Lieutenant Thomas had decided not to exercise the right of challenging any member of the court, believing a fair trial was assured by the court as constituted.

The accused pleaded guilty. The senior member then warned Mac as follows: "It is my duty as senior member of this court to warn you that by your plea of guilty, you deprive yourself of the benefits of a regular defense. That is to say, you cannot after such a plea of guilty go ahead and introduce evidence to prove that you are not guilty. You may, however, introduce evidence of mitigating circumstances in extenuation or of previous good character. Do you understand what I have just explained?" Mac stated he understood. "Understanding this, do you persist in your plea?" Mac stated he did so persist.

In view of the plea no witnesses were introduced.

Mac was now informed that he had the privilege of making a voluntary statement in his own behalf, that such statement would not be under oath, would not be subject to cross examination and was a personal declaration; it could not legally be acted upon as evidence by the court nor could it be a vehicle of evidence. Such statement may operate in two ways: (1) to modify the plea of the accused when inconsistent therewith; and (2) as a plea for leniency, which may not be considered by the court except in recommending the accused to the clemency of the reviewing authority. Mac's statement, brief and to the point, was as follows: "I respectfully call the attention of the court to my youth and my good battle record. I request the court and the convening authority to be lenient with me." This oral statement certified by the recorder as the true substance of the statement of the accused was appended to the record.

The court was cleared. The recorder was recalled and directed to record the finding that the specification had been proved by plea. The recorder stated that Mac had no record of previous convictions, since mast punishments are not considered to be previous convictions. The court was again cleared and the recorder again recalled and directed to record the sentence of the court as follows:

> "The court therefore sentences him, Mac, S2c, U. S. Navy, to be confined for a period of two (2) months, to lose twenty-seven dollars ($27.00) per month of his pay for a period of two months, total loss of pay amounting to fifty-four dollars ($54.00)."

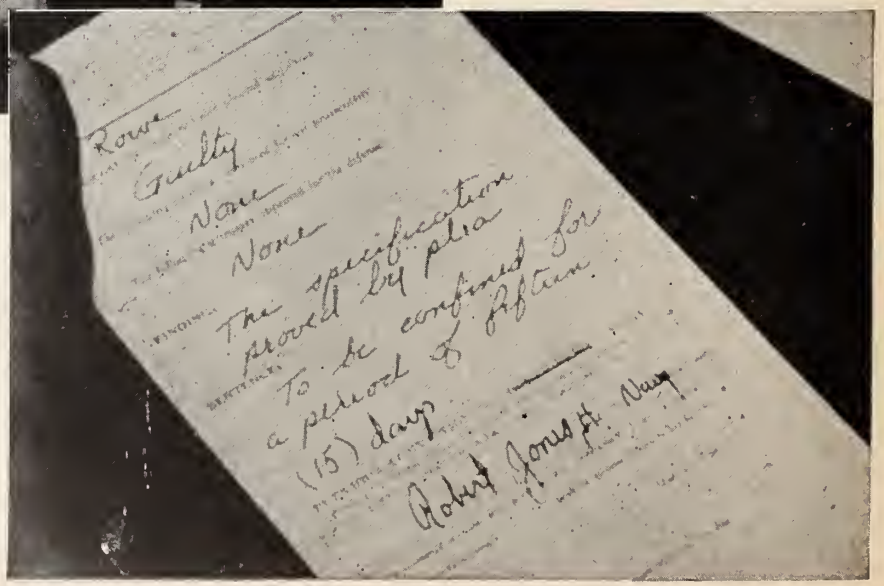
Under naval law, the convening authority may grant or withhold clemency. Thus, in this case, the captain could give great weight to Mac's statement and remit the sentence—wipe it out entirely—or he could mitigate it if he wished, cutting down the time of confinement and loss of pay. But he couldn't commute (change to a different punishment) the sentence of the court.

"Two months' confinement and one month's loss of pay," reasoned the captain. "The fellow has an A-1 battle record, but that's just it—we're at war. It will be fairer to the Navy to let the entire sentence stand. It appears just, under all the circumstances in this case.

"Furthermore," thought the skipper, "his offense would have been even more serious and the penalty much greater, had he been A.O.L. from a ship instead of this shore station. We are proud of battle records, but countless thousands of our men have been

(Continued on Page 61)





TRIAL BY DECK COURT: The officer at left has been designated by the captain to act as trial judge. Before him (center) is the defendant, and on the right stands the yeoman who is serving as recorder for the proceedings. The proceedings and findings of the deck court are recorded on the form shown at right. Under the name of the defendant is his plea—in this case, guilty—followed by information as to witnesses, the finding, the sentence and the signature of the deck court officer.

Scenes in Summary Court-Martial



Court consists of three members and recorder, shown seated in their proper positions around table.



Defendant sits between defense counsel (right) and recorder, who serves as prosecutor in the case.



Court in session: Recorder, standing at opposite end of table from senior member, reads specification.



Witness—here a city policeman—testifies as yeoman, between him and recorder, serves as stenographer.



Court cleared, members meet to reach verdict, and, if defendant is found guilty, to determine sentence.



Sentence, before being executed, is approved by officer who ordered court (and his immediate superior).

Official U. S. Navy photographs

THE CAMERA:
Our Aerial Spy



The parlor stereoscope of grandma's day has become the Mata Hari of World War II.

The recent daring flight of two Liberator reconnaissance planes over Truk 12 days before our attack has brought vividly to the attention of the public the vital role aerial photography plays in naval operations, and the importance of interpretation of the photographs that reconnaissance planes bring back. Here, for example, is a report on an enemy airfield in the South Pacific by one of the Navy's photographic interpreters:

"Forty aircraft occupy the field, of which 20 are Mitsubishi 01 twin-engine bombers, and 20 are Hamp fighter craft. Four bombers and two fighters are wrecks. The coral surfaced section of the runway is being extended 450 feet at the ends. Its present dimensions, including extensions, being 3,900 by 90 feet. There are three new antiaircraft batteries of four guns each northwest of the bomber taxiway loop."

While photographic interpretation on the present scientific basis is a product of the present war, the Navy first made aerial phtographs in 1914. In March, 1916, aerial photographs were made of old Fort Morgan before it was subjected to firing practice by the USS *New York* and the USS *Arkansas*. A Speed Graphic camera with cigar-box boards around the bellows as a protection against wind pressure was utilized, and good photographs were obtained.

It was decided to develop a telephoto camera for use at higher altitudes. This resulted in the production of the first strictly hand-held aerial camera manufactured in the U. S. It was tested successfully in December, 1916.

A Naval School of Photography was established at Miami, Fla., after World War I started, and approximately 9 officers and 80 enlisted photographers had qualified in this school prior to the armistice. Photographic laboratories had been established at all naval air stations in the U. S., the Canal Zone and Hawaii when the war ended.

In peacetime the Navy found aerial photography valuable in recording fleet firing practice and aerial bombing. Of equal importance was the motion picture record of planes landing on carriers and being hurled from catapults, when a study of slow motion pictures were required.

In more recent years aerial mapping has been used increasingly to supplement old survey methods. Thousands of square miles of Alaska were photographed by the Navy for the Departments of Interior and Agriculture. The Hydrographic Office, nearly every year since 1921, has sent out photographic mapping parties to Cuba, South and Central America, and to the Aleutian Islands.

Great strides were made in photographic interpretation after the British evacuation of Dunkirk in 1940. Then, with the European continent completely shut off from the British, with espionage agents and paid informers unable to get their reports through to London, the RAF turned to aerial photo interpretation.

Shortly afterward, nine Navy and Marine Corps officers went to England and studied the British methods and engaged in actual operational work with the RAF. Upon their return to this country they were given permission to set up a photo-interpretation school at the Anacostia Naval Air Station. The school's first classroom was a leanto built against a hangar.

Among the many difficulties encountered during the early days of the school was the shortage of instruments. The first piece of equipment was an old-fashioned stereoscope—the instrument that brought so much en-

A heavily loaded Liberator takes to the air on a reconnaissance mission.

Official U. S. Navy photographs





'Shots' from this giant camera can be more deadly than bullets.

joyment to the American family a generation ago. In the stereoscope's ability to combine the images of two pictures, taken from points of view a little way apart, into one three-dimensional image lies the basic principle of photo interpretation.

Officers in the photo-interpretation school are taught to read maps, to identify aircraft and ships of all countries, to recognize types of enemy equipment, transportation systems, industrial installations, and other subjects likely to be encountered in a photograph of enemy territory.

If, for instance, a picture of a bomb-blasted cement factory turns up, the photo interpreter first must recognize it as a cement factory, next be able to tell whether the damaged portion is one which will take weeks to repair before the factory can resume production or one which can be put into shape in a matter of hours.

Railroad systems must be thoroughly understood so that troop movements can be detected and understood. Harbor capacities must be known in order to determine potential size and strength of any force the enemy might choose to place in a certain harbor. The same holds for airfields.

Since the first class entered the Anacostia school in January 1942, about 595 Navy and Marine officers have finished the 10-week course and gone into the field to carry on their invaluable work.

An officer who had been in command of a fighter squadron at Guadalcanal, in the States recently for a rest, was asked what he thought of photographic interpretation.

"It isn't a question of whether we like it or not," he said. "We never move without it."

While photographs often are taken from bombers and fighters, or by

TOP photograph below shows ground crewmen placing a K-18 aerial camera in the bomb bay of a Liberator.

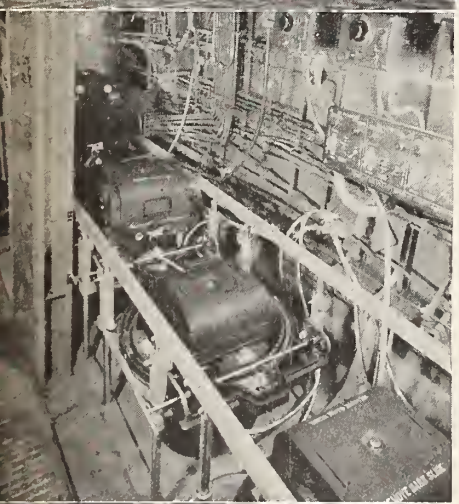
CENTER: Four cameras are mounted in the bomb bay furnishing any combination necessary on a mapping mission.

BOTTOM: If Jap planes strike, this photographer's mate can handle a .50-calibre machine gun as expertly as he does a camera.



Exposed film is rushed to these trailer "labs" for processing.







special units attached to bomber or fighter squadrons, nearly all the photos used for interpretation are produced by the Navy's four photographic squadrons. Each squadron has about 45 officers and 350 enlisted men, six B-24s and six fighter-type planes. Additional photographic squadrons will be commissioned as trained personnel becomes available. The photographs illustrating this article are of Photographic Squadron 1, based on Guadalcanal.

Most photographic planes carry at least five cameras. In a bomber the photographic equipment is installed in the bomb bay. One camera, mounted on the floor, takes vertical pictures, and two others on each side of it take oblique pictures. Photographers make parallel runs over an area and get pictures that overlap up to 60%. The interpreter can study the overlapping portions under a stereoscope and estimate very closely the dimensions of buildings and airfields, provided he knows the altitude and angle from which the photos were made.

The standard aerial camera used by the Navy and the Marine Corps is the product of many years of research, study and development. Designed by the Navy, and manufactured by Fairchild, it is known as the F-56. This camera is electrically operated and contains a shutter with speeds up to 1/300th of a second. It is furnished in focal lengths from 5¼" to 40". It uses roll film up to 225 exposures, 7" by 7" negative size. Aperture openings vary from F.4 to F.8.

One of the most revoluntionary developments since the war started, one that is still being improved, is the Sonne continuous-strip camera. It can be syncronized with the speed and altitude of planes so that it takes a continuous photograph, either in black and-white or color. Use of this camera eliminates the tedious task of matching together hundreds of individual pictures.

A few years ago, color film had to be sent to the manufacturer for developing. Today, as the result of extensive research, color film can be processed by photo units in the field. Use of color filters, and the infra-red film that distinguishes between the cholorophyll green in green paint and the natural green of foilage, breaks down enemy camouflage. Camouflage may fool a pilot so that he hesitates too long in that split second for bomb release, but it cannot fool the camera's eye.



BRIEFING: The commanding officer of a photo reconnaissance squadron based on Guadalcanal



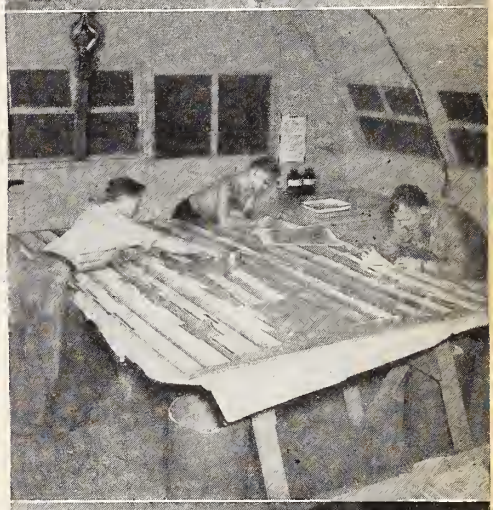
Buildings, gun emplacements stand out under this stereo viewer.

TOP: This package, settling down on Rendova, contains photos taken over Munda. A photographic unit will process the film.

CENTER: Assembling a panorama of the Empress Augusta Bay shoreline. Marines made good use of it in their invasion.

BOTTOM: A field photographic trailer is one of the first pieces of equipment landed in setting up an advance base.







At the beginning of the war a large vertical camera cost $4,100, but mass production has brought the price down to $2,700.

With one of these, a plane flying 300 miles an hour at 35,000 feet can take pictures so clear that an enlargement will show the individual ties in a railroad track. Since aerial cameras are focused at infinity, they record valuable ground details not visible to the observer's eye. On a photograph taken at 20,000 to 30,000 feet, a plane on the ground would be about 3/50ths of an inch across the wings.

Before the campaign started at Munda Point, in the South Pacific, a reconnaissance flight was made over Munda, with no expectation of finding military activity there. However, the pictures brought back showed that there was work being done in the midst of an innocent-looking cocoanut grove under the coverage of the trees. Only two bare spots were visible through the trees, but they were enough to arouse the suspicion of our interpreters, and more photographic coverage was ordered. Within a week our interpreters were able to tell positively that the Japs were building an airfield on Munda Point.

Besides disclosing enemy activity, aerial photography is valuable for mapping purposes. Maps of many Pacific islands and atolls are sketchy and unreliable. Before the Navy undertakes any amphibious operation, photographers are sent on reconnaissance flights. Beaches and surrounding terrain are thoroughly mapped and studied. From these photographs it is possible to tell the slope of the beach, where the enemy machine-gun nests are located—even the type of sand on the beach. The latter information can be determined by the seaweed cast up on the beach, piles of shells, the location of the scarp line, and the height of the breakers. From aerial photos of the beachline, interpreters are able to determine the depth of water at any point where a landing is contemplated.

Speedy fighter-type reconnaissance planes often follow close on the heels of bombers to record the damage to enemy installations. They also make periodic flights to check up on enemy activity. With adequate aerial reconnaissance, it is like playing poker when you can see the cards in your opponents' hands. The element of surprise is eliminated.

Since Wake Island fell to the Japanese on 24 December 1941, following



Official U. S. Navy photographs *explains 'a forthcoming mission to officers and crewmen of three Liberator camera planes.*



Official U. S. Navy photographs

HISTORY: W. L. Richardson, MM2c, took the Navy's first aerial photograph from this early-type hydroplane (above) in 1914. *The pilot was Lieut. E. F. Johnson, USN. Below: Two years later Richardson used this Speed Graphic, enclosed in cigar-box boards, for aerial photography. Mr. Richardson now is a civilian administrative assistant in BuAer.*



the epic stand of the marines, we would have had no knowledge of what the Japs are doing with it, except for aerial reconnaissance. On 2 January 1942, American airmen flew over Wake to determine how much progress the Japs had made in fortifying the island. On 14 February another set of pictures was made.

Under the magnifying glass, photos revealed that the Japs had erected barbed-wire entanglements on the island's shores, dug trenches behind the barbed wire, erected new buildings, and demolished buildings wrecked during the siege. They also showed the types of landing craft the Japs had used in storming the island.

Target maps were prepared for the Navy task force which was already moving toward Wake. These enabled the task force to strike the Japs a savage blow from the air on 24 February.

On night photographic missions, the pilot drops parachute flash bombs which explode at a set distance above his target and float gently down, illuminating everything. The camera shutter is controlled by an "electric eye."

When pilots come in off a photographic mission, the cameras or exposed film are out of the plane before the engines die. Twenty minutes later, while the wet negative is still in the process of developing, an interpreter inspects the film for any tactical point of interest.

Perhaps the powerful lenses have picked up a Jap battleship, and repeated shots show her direction of travel and speed. The information is sent immediately to all interested commands. Sometimes within an hour after the photo plane flies over a target, bombers are paying their respects.

Photographic squadron planes usually carry the ordinary armament, but no bombs. If attacked, they never attempt to battle it out, for their mission is to get the pictures and get back to base. However, the men who man the cameras know how to handle a gun, and occasionally they have downed enemy fighters that attempted to intercept them.

Sometimes photographic runs are made from a high altitude where anti-aircraft fire will not disturb the plane's even speed. On other occasions, especially when strip pictures are made, a plane zooms along at 350 miles an hour not more than 200 feet above the tree tops.

It is a fascinating game of hide-and-seek with the enemy, in which a single mistake may be fatal. Indicating the Navy's high opinion of the heroism involved was the award of 29 medals last fall to the members of a single photographic squadron.

TOP SECRET

DEFINITION: *Certain secret documents, information, and materiel the security aspect of which is paramount and whose unauthorized disclosure would cause exceptionally grave damage to the nation.*

EXAMPLES:

a) Plans or particulars of future major or special operations.

b) Particulars of important dispositions or impending moves of our forces or convoys in connection with (a) above.

c) Very important political documents dealing with such matters as negotiations for alliances and the like.

d) Information of the methods used or success obtained by our intelligence services and counter-intelligence services or which would imperil secret agents.

e) Critical information of new and important munitions of war, including approved scientific and technical developments.

f) Important particulars of cryptography and cryptanalysis.

SECRET

DEFINITION: *Documents, information, or materiel, the unauthorized disclosure of which would endanger national security, cause serious injury to the interests or prestige of the nation, or any governmental activity thereof, or would be of advantage to a foreign nation.*

EXAMPLES:

a) Particulars of operations in progress.
b) Plans or particulars of operations not included under top secret.
c) Instructions regarding the employment of important new munitions of war.
d) Order-of-battle informaion and locations and moves affecting the order of battle.
e) Knowledge of enemy materiel and procedure, the value of which depends upon the enemy not knowing we possess it.
f) Vital military information on important defenses.
g) Certain reports of operations containing information of vital interest to the enemy.
h) Adverse reports on general morale affecting major operations.
i) Important improvements to existing munitions of war until accepted for service use.
j) Photographs of vulnerable points or vital installations under our control.
k) Certain development projects.
l) Important cryptographic devices unless assigned to a lower category.

CONFIDENTIAL

DEFINITION: *Documents, information, or materiel, the unauthorized disclosure of which, while not endangering the national security, would be prejudicial to the interests or prestige of the nation, any governmental activity, an individual, or would cause administrative embrassment, or difficulty, or be of advantage to a foreign nation.*

EXAMPLES:

a) Matters, investigations, and documents of a personal and disciplinary nature, the knowledge of which it is desirable to safeguard for administrative reasons.
b) Routine operational and battle reports which do not contain information of vital interest to the enemy.
c) Routine intelligence reports.
d) General military radio frequency allocations.
e) Military call signs, unless so collected together that they reveal the order of battle.
f) Meteorological information of designated areas.
g) Unit movements of non-operational significance in areas within or adajacent to operation theatres.
h) Certain technical documents and manuals used for training, maintenance, and inspection of important new munitions of war.
i) General tactical lessons learned as a result of operations.
j) Aerial photographs of territories under our control in or adjacent to operational theatres.

RESTRICTED

DEFINITION: *Documents, information, or materiel (other than top secret, secret, or confidential) which should not be published or communicated to anyone except for official purposes.*

EXAMPLES:

a) Information of moves of non-operational significance in areas remote from theatres of war.

b) Training and technical documents for official use only or not intended for release to the public.

c) Certain routine documents relating to supply and procurement.

d) Aerial photographs of territories under our control remote from operational theatres.

e) Photographs of enemy, enemy occupied or dominated areas except those which reveal secret sources.

f) Strength returns of units remote from operational theatres.

Classified Matter Now in Four Categories

Joint Security Agreement Adopted by U. S. And British; 'Top Secret' Classification Added

A new agreement setting out identical definitions and policy concerning classified matter, to be effective in the armed forces of the United States and the British Empire, has been adopted by the combined chiefs of staff. Details appear in Alnav 44 (reprinted in semi-monthly N. D. Bul., 29 Feb., 44-215).

Known as the Combined Security Classifications Agreement, this sets up a new classification, "top secret". Official matter requiring classification is now to be examined and graded under one of the following four categories: Top secret (signal abbreviation, topsec), secret, confidential and restricted.

The order became effective 15 March. Classified matter originated prior to this date need not be reclassified to accord with this order except when such matter is still current or perpetuated by additions or accessions issued after the effective date. Portions of Navy Regulations, General Orders, Letters and instructions inconsistent with the provisions of the agreement are suspended pending formal changes in regulations and instructions.

The United States regards top secret as a subdivision of secret, whereas the British regard it as a distinct category. Although this difference of view is recognized, it is regarded as immaterial to the agreement, under which complete uniformity is obtained by the adoption of definitions, examples and rules of treatment for the handling of all classified matter.

The agreement points out that the adoption of the additional classification, top secret, does not in any sense reduce the present integrity of existing classifications, and emphasizes the obligation of all authorities to keep classified matter under review and to downgrade it as soon as conditions permit.

On the subject of grading, the agreement sets down the following general principles: (1) the designation of the persons responsible for grading and regrading is a function of the appropriate authorities; (2) each document should be graded according to its own content and not necessarily according to its relationship to another document (this applies also to extracts from graded documents); and (3) the grading of a file or group of physically connected documents shall be that of the highest graded document therein.

General rules for the handling or treatment of classified matter under each category are given. Definitions for the four categories, and examples of matter which would normally be graded under each category, are shown in the boxes at the top of this page.

Springboard for Fleets...



Official U. S. Marine Corps photograph

ABOVE: Seabees attached to a Marine unit roll gasoline drums ashore from landing craft during invasion of a South Pacific Island.

BASES: Bureau of Yards and Docks Builds Them On All Fronts

For three days the plane had been flying over the tiny island in "strips," skimming close to the curling surf of the beaches and rising to circle inland clearings and groves. The natives and the one white trader watched it with interest.

In the hot, wet dawn of the fourth day the startled natives looked seaward to cruisers, destroyers and transports anchored in the offshore deep. Men were scrambling down cargo nets. Supplies and equipment cascaded over the sides as jeeps, trucks, roller, bulldozers, gasoline drums, mess gear, ammunition and a hundred other items were loaded onto pontoon barges.

All day long the ships were unloaded at breakneck speed in the heavy heat. The piles of supplies on the beach rose and multiplied. Men worked nearly naked, fighting through surf and shallows. At nightfall, exhausted, they bedded down under shelter-halves or under nothing but the tropical stars.

Next morning they were at their job—to hack an advanced U. S. Navy base out of the jungle and to do it in 30 days. Once this was finished, they could start their next job—to transform the crude advance base into a well-stocked supply depot and repair base.

Civil engineers in Navy garb were staking out a 5,000-by-300-foot runway when the first bulldozer maneuvered for position, crawled up to the first palm tree, set its blade, turned loose driving power and tore the tree from the ground, nosing its base and roots to one side. Immense mahogany, teak and rosewood trees, too tough even for bulldozers, were girdled with up to 60 sticks of dynamite and blasted out.

At night jeeps stood with their motors running to charge batteries, their headlights on to provide camp illumination.

Hoses and pumping systems snaked up from the beach, bringing water to wet down the clouds of dust and loose dirt stirred up by the bulldozers and graders. Drainage ditches already had been dug against expected tropical storms which would turn the area into a quagmire.

Gun mounts, foxholes and shelters were in readiness for the possible trouble for which everybody kept an eye peeled. A medical unit already had been established for preventive measures against malaria, dysentery and exhaustion, as well as to care for anything more serious and unexpected. Meanwhile, the squads of men hacked and tore at the jungle and coral of the island.

Exactly 14 days after the first LCVP had landed on the beach, a light training plane settled down to test the new coral runway. Within hours, the fighter planes began dropping out of the Pacific skies.

Advance Base "X" was in operation.

The above description refers to no particular base, but it could be the truthful history of many. These advance bases, created out of wilderness or worse by the Navy's Bureau of Yards and Docks, stretch for two-thirds of the way around the world, furnishing new and efficient ports for a vast Navy which today is fighting a "seven-ocean war."

From advanced bases such as the one described, huge supply depots and



Official U. S. Navy photograph

This tent city on Attu is typical of the canvas capitals used by Seabees.

repair bases often develop. One such crude advance base of a few months ago, in the beginning a bloody and embattled outpost, today is a vast supply depot and fortress with tens of thousands of tons of war materials and equipment available for immediate issue.

This base, which a year ago was little more than a bumpy airstrip, today has supplies ranging from 2,000-pound bombs to huge stores of mosquito netting. A radio station keeps it in close contact with the needs of its fleet and with home ports. A 1,000-bed hospital cares for its sick. There are shallow docks and deepwater docks. More air traffic uses its fields daily than is handled at most large commercial airports at home.

Through what recently was impassable jungle, 150 miles of roads form a transportation network. Palm trees and poles support 1,500 miles of communication and telephone wire. Since more than 1,000 motor vehicles pass one busy center in a busy hour, a speed limit of 25 miles an hour must be rigidly enforced. The natives, who once stared in wonder at these motor contraptions, already are seasoned jaywalkers.

"The ships that count," runs a Navy adage, "are the ships that have bases."

The tragedies of Guam, Wake and Cavite brought home to the Navy and its Bureau of Yards and Docks the fact that unarmed civilian workers could not be expected to pitch in and defend what they built. Before this war, the Navy had never had to fight from bases which were under fire, never had to scramble from island to island to set up advance base after advance base from which to attack.

Bases and shore establishments are the responsibility of the Bureau of Yards and Docks. Previous to this war, the bureau had been concerned with supervision of construction of bases and shore establishments usually contracted for and built by domestic civilian contractors. The current war has scattered the Bureau's officers, construction and repair specialists, from Africa and Iceland to Alaska and the Solomons and turned the bureau into a worldwide construction and maintenance organization prepared to create and maintain supply and repair bases for fleets and task forces on all oceans.

Some idea of the magnitude of its assignment can be drawn from figures. From 1916 through 1937, the bureau contracted for $360,000,000 in Navy construction. From 1940 to date it has built $6,975,000,000 worth of depots and bases. Advance bases alone built since the war started have cost $1,775,000,000.

The terms "Navy base" or "floating drydock" don't have the glamour evoked by the sound of heavy cruiser or PT-boat but their war roles are equally essential. How important they can be was well illustrated at Pearl Harbor. The steel floating drydock which was sunk on 7 December 1941 was one which shortly before had been towed there from New Orleans. This dock was one of the first things raised. It was afloat again two weeks after the attack and went into immediate use. It sent one warship back to the front lines in record time and has been in continuous use ever since. Its value to salvage operations there has been inestimable.

Another bigger and even more unglamorous dock played a major role in Pearl Harbor salvage. This is the cavernous battleship dock constructed by a new method of placing concrete under water. It was completed in 18 months instead of the originally esti-



Official U. S. Marine Corps photograph

1. Seabees will use these metal mats to build a jungle airstrip.



Official U. S. Navy photograph

2. Natives help Seabees build a bomber runway in the broiling sun.



Official U. S. Marine Corps photograph

3. Metal mats have been put in place and the runway is ready for use.

mated 33 and, fortunately, was ready for its first occupant a few days before the surprise attack.

It might be noted here that the old dock at Pearl Harbor had taken more than eight years—from 1909 to 1917—to complete.

Drydocks of one type or another are as old as the Navy. When Congress authorized construction of six wooden frigates in 1794, and officially launched the national Navy, private and state-owned drydocks were turned over for exclusive Navy use. Thomas Jefferson, looking into the future, pleaded for the construction in 1807 of a big drydock that would care for all our 12 frigates but it wasn't until 1827 that Congress authorized "an accurate survey by a skilled engineer for drydocks at Navy Yards at Portsmouth, New York, Boston and Norfolk." Col. Loammi Baldwin, who had inspected European drydock facilities, was selected to make the survey.

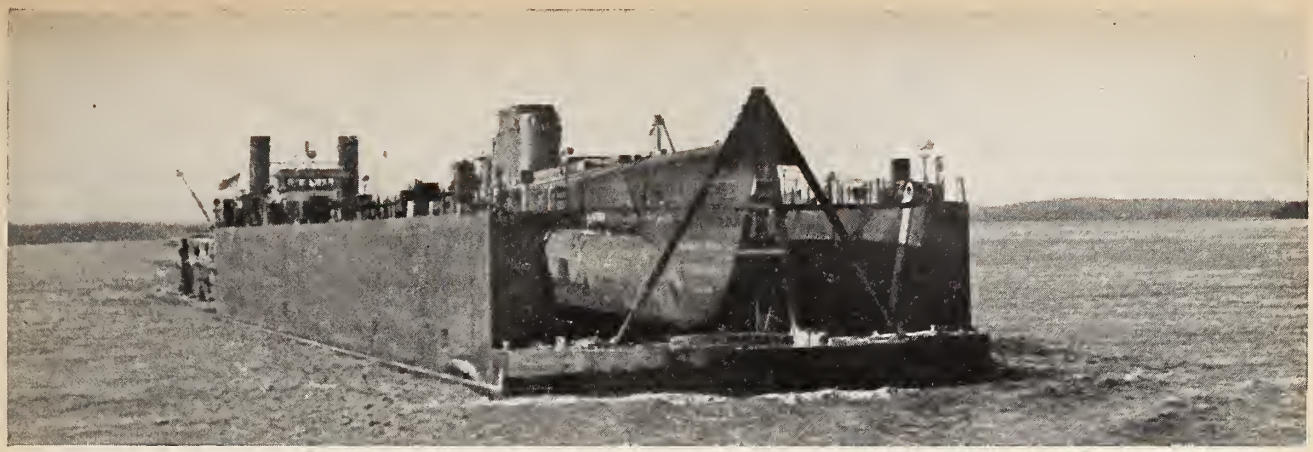
By 1842 the importance of a system of repair bases and drydocks was evident. The Bureau of Yards and Docks was created by congressional action. Some 25 years later the status of Yards and Docks engineers was changed from civilian to staff corps officers to be known as the Civil Engineer Corps. The bureau remained, however, a shorebound section of the Navy, concerned with civilian contracting, construction, inspection, planning and maintenance. At the end of the first World War it numbered only 209 officers, both regular and reserve, on active duty. During the entire course of the last war only $189,000,000 was spent on Navy shore installations.

Now, so far has naval engineering progressed, operations of even bigger magnitude are handled in routine fashion.

Navy drydocks are of several types and sizes but only two general classifications—graving docks and floating drydocks. A graving dock takes its name from a grave—a hole in the ground. It is a huge excavation, dug out at tidewater, into which ships can be floated. Complete repairs can be made after the dock is pumped free of water.

A floating drydock, on the other hand, is submerged and the ship entered into it. Then water is pumped from within the dock structure and both dock and ship rise to the surface. Modern docks are of unbelievable size. A big graving dock is 1,000 feet long by 150 feet wide and 46 feet deep. A dock of this size is roughly comparable to the Yale Bowl.

Innovations in the design and construction of floating drydocks played major roles in the success of the Navy's record shipbuilding program, results of which have been so evident in recent Pacific victories.



Official U. S. Navy photographs

The USS Peto, first U. S. sub built inland, is moved down Mississippi in drydock.

One type of floating drydock built under bureau direction has enabled inland plants to build submarines, landing craft and light naval vessels at "dry" shipyards in Wisconsin. The floating docks, loaded with new and as yet unwet subs and ships, are floated down the Mississippi River to the dispersal point at New Orleans.

Headed by Vice Admiral Ben Moreell as Chief of the Bureau, Yards and Docks today directs approximately 8,000 regular and reserve officers and more than 240,000 Seabees and construction specialists in the performance of functions assigned to the bureau. In action wherever there are Navy units, the bureau has more than 100 war functions. It operates shore establishments of all types and in all conceivable places. It is concerned with everything from airports to cisterns. Faced with multiple and complex problems, the Engineer Corps officers fight three wars simultaneously—the war of transportation, the war of supply and the war of combat.

Examples of the winning fight against the problems of transportation and supply can be found at any advanced Navy base. Deep in the South Pacific today there is in operation a huge floating drydock capable of handling an aircraft carrier. This tremendous device was built in sections and towed to its destination across the broad expanse of the Pacific and then reassembled. The transportation of similar drydocks through dangerous waters has been successfully accomplished without fuss or fanfare.

Yet 38 years ago the towing of the Dewey Drydock from Solomons, Md., to Manila was an accomplishment of international interest. Newspapers of the world followed the progress of the Dewey dock as colliers and tugs towed it to Port Said, shepherded it through the Suez Canal, paused at Singapore, and finally anchored in Subic Bay. It was a marine operation which took from 28 December 1905 to 10 July 1906. The later transport of a British drydock to Singapore was also a major news event.

One function of the bureau is to supply ready-to-work drydocking units. These are of various classifications and size. One includes a seagoing drydock capable of handling a 3,000-ton vessel. This dock, setting out on an ocean voyage, has a complete crew of five officers and about 100 men.

Another and bigger unit includes a huge floating drydock with a lifting capacity of 100,000 tons. This big dock is broken down into 10 seagoing units and has, in all, a crew of 25 officers and 500 men.

But docks are only one item on the bureau's war agenda. An indication of the scope of such agenda can be gained from the fact that some advance bases are equipped with every material and item necessary for two years of war in that area. The bottlenecks and problems of construction in the early stages of the war forced new construction techniques. With steel at a premium, a new type of underground tank was developed. It was lined to prevent leakage and made of pre-stressed concrete which will not crack under the vagaries of the weather.

Twenty such tanks will hold 6,000,000 barrels of fuel oil.

Dirigible and blimp hangars for the Navy's growing lighter-than-air program also made engineering history. Some of these hangars are 1,000 by 300 by 200 feet. They necessitated the design, development and transportation of new weight-lifting and construction machinery before construction of the hangars themselves could even begin.

Salvage work of certain types is another responsibility the bureau has accepted in part and to which it has lent its cooperation, including such on-the-spot ship repair as small-craft salvage in the Sicily invasion and participation with regularly organized salvage operations in Mediterranean ports.

The Bureau just recently set up and is now operating construction equipment repair depots in this country, as well as assembling depots in the Pacific area where damaged equipment will be collected and forwarded home for repairs. The ultimate function of this department will be the salvage and repair of equipment which can again be used in the field.

The system of decentralizing bases and supply depots was necessitated by the widely separated areas of ocean and land fighting.

The system of maintenance of such bases is so carefully integrated that it can move and expand with the shifting of battle lines. If an American area commander in any war area of the world decides to move his forces forward, the Bureau of Yards and Docks is ready and waiting. Somewhere, at one or more strategic centers, is everything that the area commander will need for the advance base he is to establish. And, like the Hydra of Greek mythology, this new advance base, once set up, will be able to chip off pieces of itself for further advance bases and, instead of weakening itself, develop two new replacements where one existed before.

If, for instance, we take some territory in the Pacific or Aegean, the time-table is figured to coincide with the construction of an advance base. Perhaps all that is wanted is a small aviation outpost. In that case the Navy civil engineers will be ready with enough sections of pierced plank matting, if the terrain demands it, and the necessary equipment to complete and put into operation a small airstrip or base.

But if, once this base is established, the Navy plans to move on and supply some of its units from the base it has left, the small outpost will be rapidly expanded into something much more comprehensive. An air-raid warning and communications system will be unloaded and assembled. Field lighting, transportation, a hospital in sections, an administration center — all these will spring up.

Perhaps what was originally a tiny

outpost has the space and natural facilities for development into a needed advance base. It continues to grow and soon mushrooms into a fuel and supply depot capable of maintaining a task force. Added trained personnel will arrive with the new material and equipment units.

Then, when the enemy has been pushed even further away from what was originally a frontline outpost, the last and biggest of the construction units appear in convoy over the horizon.

Sections of a huge floating drydock may be in tow. Housing and machines and tools for entire technical shops may be unloaded. Special equipment for submarine and destroyer tenders may be in the consignment. Everything needed to install a complete lighting, water, communication, housing and public works system will be set up with maximum speed.

When this big base is finally in operation, it will have facilities equivalent to a fleet repair ship in addition to the facilities of a complete shore establishment. It will become a distribution center of its own. From its own new docks and warehouses, it will send advance base units and equipment into the deepening penetration of conquered territory.

Every construction battalion assigned to a big or small advance base brings its own administration unit. Office huts, paper, typewriters, jeeps and bicycles are carried. There also will be an item which is an important and imperative part of every far-flung base, big or small—the complete facilities for a post office.

Because of production, storage and other problems, the larger base units are not always shipped or loaded at one center. The smaller ones may go from one depot. The larger ones often rendezvous from supply deposts scattered over half the world. Segments may come from Pearl Harbor, Australia, San Francisco and New York. But they'll get there together.

A CEC officer recently described the harried and hurried supply and maintenance problems on one tiny island air base.

"We went in there in a hell of a hurry," he said, "with a few seaplanes of all types and description and not enough ammunition or gas. Before we were really ready the pilots were out in the scouting planes. One night one of them found 15 Jap transports trying to sneak through. He hollered for PT-boats. We didn't have any. He hollered again. We still didn't have any.

" 'Okay,' he yelled, 'I'm going to give them everything I've got.' What he had was one 150 pound bomb. He picked out a nice target, dove and scored a perfect hit. What happened? The bomb didn't go off. So then he chased 'em with the only other thing he had—flares. He chased them to hell and gone with those flares. They thought any minute the bombers would arrive."

But it was only a matter of weeks, relates this CEC officer, before "the woods were full of ammunition and fuel." Such small outposts often are supplied with enough material and equipment for long months of fighting even if they should be cut off from the big supply depots.

The labor for all bases is supplied by the construction battalions together with Army and Marine engineers. The deeds of these construction battalions —the far-famed Seabees—are already history.

Seabees are given specialized training and then sent to the far corners of the world. They completed Henderson Field, Guadalcanal, borrowing heavily from abandoned Jap equipment. They braved the icy waters of the Aleutians to erect docks and wharves. The first American force ashore in Africa was a Seabee detachment which landed on the sunbaked coast of British West Africa to establish fuel oil facilities. At Bizerte they assisted in the repair of crippled harbor and dock facilities. On Tarawa they had the airfield ready before the last Jap had been killed.

In order to release marines from the specialized job of construction, a Seabee unit is attached to each Marine division.

Not so long ago, freighters were being lost 200 yards from their destination while awaiting their slow turn to be unloaded by untrained combat men. This situation was relieved with the arrival of hook-slinging Seabees who can empty the holds of a freighter by day or by night in any weather and under any conditions in record time.

Once the construction battalion has completed the job of building a base, a Seabee maintenance unit steps in to take over operation. Today the Seabee is right up there, wherever the war moves—and often up there ahead of the fighting itself. Lt. Gen. Alexander A. Vandegrift, USMC Commandant, recently revealed that the Seabees were giving the Marines cause for concern.

"They build roads so fast," General Vandegrift said his officers are reporting, "that the Japs are using them as avenues of retreat."

But advance bases are only one portion of the assignment of the engineers and construction specialists of the Bureau of Yards and Docks. They must build and maintain such widely diverse activities as mine-defense units, harbor units, boat pools, warehouses, storage facilities, huge training stations, ordnance and manufacturing plants, supply depots and a hundred other types of shore establishments.

For the job of the Bureau of Yards and Docks is to see that the fleet has homes—or at least visiting places—wherever U. S. warships happen to find themselves.



SEABEE SURVEYORS wear nets to foil the mosquitoes in tropics.



Official U. S. Navy photographs

FUR-LINED PARKAS are worn by Seabees running a grade line on Adak.



First of New Orientation Poster-Maps Issued

The Educational Services Section of BuPers has issued NavWarMap No. 1, "The Mediterranean," as the first in a series of poster-maps to further the war orientation program. The map, reproduced above, is 40 by 60 inches in size and printed in several colors. It supplies graphic information on operations, geography and naval activities in the area. Future maps—it is planned to issue one about very two weeks—will cover other theatres of war. "The Mediterranean" and later maps will be sent to all ships and stations. Additional copies can be procured by writing BuPers, attention Educational Services Section.

What Is Your Naval I. Q.?

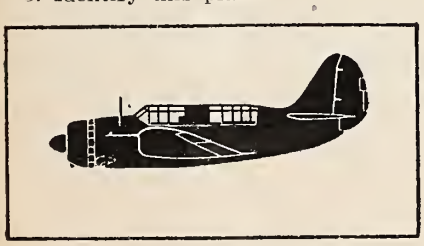
1. Which is closest to Pearl Harbor: (a) the Panama Canal, (b) Tokyo, or (c) Manila?

2. What naval district (a) covers the most land; (b) in territorial waters, has the most shore line?

3. What is the orlop deck?

4. The minimum force of wind in a hurricane equals how many nautical miles per hour: (a) 115; (b) 90; (c) 65?

5. Identify this plane:



6. Can a medical officer command a hospital ship?

7. May an officer of the rank of commander be chief of staff to a vice admiral?

8. What kind of fish is on a submarine insignia?

9. What's the difference between an aircraft wing and an aircraft group?

10. A seaman killed aboard a naval vessel had among his effects perishable goods. What should be done with them?

11. What is the difference between simple and compound fractures?

12. If you abandon ship and are rescued by another naval ship, do you become a member of the latter ship's company?

13. Which is longer, a statute mile or a nautical mile?

14. Are personnel of the Navy required to respect religious institutions and customs of pagan countries?

15. Afloat, drills at fire station are held (a) weekly, (b) bi-weekly; (c) semi-weekly; (d) at least once a week?

16. In time of peace, under what branch of the government does the U. S. Coast Guard serve?

Answers

1. (b) Tokyo.
2. (a) Ninth, (b) Thirteenth.
3. A lower partial deck below the berth deck and on or above the protective deck on old vessels.
4. (c) 65.
5. It's a Helldiver.
6. No.
7. No.
8. Dolphin.
9. An aircraft wing consists of two or more aircraft groups; an aircraft group consists of two or more squadrons of aircraft.
10. They should be sold at auction and the proceeds of the sale forwarded to the legal representative or heirs of the deceased.
11. Simple fractures are those which are beneath the unbroken skin; compound fractures are those in which an external wound, communicating with the break, exists.
12. No.
13. Nautical mile.
14. Yes.
15. (d) at least once a week.
16. Treasury Department.

Prisoners of War

Known prison camps which may contain Americans number somewhere near 150, located mainly in Germany and Japan. Almost two-thirds of all prisoners of war so far reported are in the East, where Japan holds close to 19,000 Army, Navy and Marine Corps personnel.

The odds of your becoming a *kriegsgefangener* (prisoner of war) in Germany have been pretty small so far, with the Reich batting only .0007 on naval personnel. There are 22 naval personnel definitely known to be prisoners in Germany, and most of them are at *Marlag und Milag Nord*, the camp for captured naval and merchant marine seamen.

Other types of German camps are the *Stalag* (a permanent camp for noncoms or privates), *Oflag* (a permanent camp for officers), *Stalag Luft* (camp for airmen), *Dulag* (transit camp), and *Ilag* (camp for civilians).

Largest known concentration of American prisoners at any one camp is 3,000 at *Stalag III B*, between Dresden and Berlin. Many of the American prisoners in German camps were taken during the debacle at Kasserine Pass, and transferred from Africa. One Navy flyer has been reported from *Stalag Luft III*.

The location of prisoner of war camps in Italy is something of a moot point at the moment, for the advance of the Allies has not only eliminated camps south of Rome, but it is quite probable that any prisoners in the vicinity of Rome have been moved farther north, where there are probably 15 or 20 PW camps still in operation.

Where most naval personnel will be found, of course, is in the East. Most of the Jap's prisoners were taken in the earlier stages of the war—in the Philippines, at Wake and Guam, and in China. The present course of the war in the Pacific is not giving the Japanese much opportunity to add to their number of prisoners.

Although the rules for treatment of prisoners of war are now largely standardized by the Geneva Convention, they varied a bit in the past. As far back as Biblical days, in I Samuel XV, 3, you read: "Thus saith the Lord of hosts . . . Now go and smite Amalek, and utterly destroy all that they have, and spare them not; but



Stalag—Enlisted men's camp Stalag Luft—Camp for airmen
Oflag—Officers' camp Dulag Luft—Transit camp for airmen

Marlag und Milag Nord—Navy and merchant marine camp
Dulag Nord—Transit camp for Navy and merchant marine

No.	Camp	Location
1.	Stalag 1A	Stablack
2.	Stalag 1B	Hohenstein
3.	Stalag 2A	Neubrandenburg
4.	Stalag 2B	Hammerstein
5.	Stalag 3B	Furstenberg
6.	Stalag 3C	Alt Drewitz
7.	Stalag 3D	Berlin
8.	Stalag 4B	Muhlberg
9.	Stalag 4C	Teplitz
10.	Stalag 5A	Ludwigsburg
11.	Stalag 5B	Willingen
12.	Stalag 5C	Wildbad
13.	Stalag 6C	Bathorn Elmsland
14.	Stalag 6F	Bocholt
15.	Stalag 6G	Bonn
16.	Stalag 6J	Krefeld
17.	Stalag 7A	Moosberg
18.	Stalag 7B	Mimmingen
19.	Stalag 8A	Gorlitz
20.	Stalag 8B	Lamsdorf
21.	Stalag 8C	Sagan
22.	Stalag 9A	Ziegenhain
23.	Stalag 9C	Bad Sulza
24.	Stalag 10A	Schleswig
25.	Stalag 10B	Sandbostel
26.	Stalag 10C	Neinburg
	Stalag 11B	(Not located)
27.	Stalag 12D	Trier
28.	Stalag 12F	Forbach
29.	Stalag 13B	Weiden
30.	Stalag 13C	Hammelburg
31.	Stalag 17A	Kaisersteinbruck
32.	Stalag 17B	Gneisendorf
33.	Stalag 17C	Grau, Salz
34.	Stalag 18A	Wolfsberg
35.	Stalag 18B	Spittal a/d Drau
36.	Stalag 20A	Thorn
37.	Stalag 20B	Marienburg
38.	Stalag 21D	Posen
	Stalag 22B	(Not located)
39.	Stalag 383	Hohenfels
40.	Stalag Luft I	Barth Vogelsang
21.	Stalag Luft III	Sagan
41.	Stalag Luft VI	Haydekrug
42.	Dulag Luft	Frankfurt
43.	Dulag Nord	Wilhelmshaven
44.	Marlag und Milag Nord	Westertimke
3.	Oflag 2E	Neubrandenburg
45.	Oflag 3C	Lubben Spree
46.	Oflag 4B	Koenigstein
47.	Oflag 5A	Weinsberg
48.	Oflag 5B	Rottenmunster
49.	Oflag 7A	Murnau
50.	Oflag 7B	Eichstaitt
51.	Oflag 8F	Walstatt-Liegnitz
52.	Oflag 9A/H	Spangenberg
53.	Oflag 9A/Z	Rotenburg Fulda
26.	Oflag 10B	Neinburg
54.	Oflag 10C	Lubeck
55.	Oflag 21B	Altburgund

HUNGARY

56.	Komoran Camp	Komoran
57.	Szombathely Camp	Szombathely

ITALY

(CC—Campo di Concentramento)

A.	Stalag 337	Mantua
B.	CC #59	Ascoli Piceno
C.	CC #38	Arezzo
D.	CC #82	La Terina
E.	CC #202	Lucca
F.	CC #203	Bologna
G.	CC #47	Modena
H.	CC #49	Parma
I.	CC #52	Chiavara
J.	CC #62	Grumello
K.	CC #207	Milan
L.	Stalag 339	Trieste
M.	(Hospital)	Perugia
N.	CC #73	Carpi
O.	CC #54	Tarrana Sarena

(Many locations are approximate. Not shown on this map are six prisoner of war camps and hospitals in Rumania and Bulgaria.)

slay both man and woman, infant and suckling, ox and sheep, camel and ass." A little further on it appears that the Lord was displeased when Saul did not wipe out the enemy completely, but had spared the King and some of the animals: "Then came the word of the Lord unto Samuel, saying, It repenteth me that I have set up Saul to be king, for he is turned back from following me, and hath not performed my commandments."

Assyrian bas-reliefs and Egyptian hieroglyphs show captives on their knees preparatory to being slaughtered. Interestingly enough, it is the Chinese, who have endured so much from the Japs, who show one of the earliest examples of enlightened treatment of an enemy. In 682 B.C. the Duke Hsiang of Sung said, "The superior man does not inflict the second wound or take a gray-haired prisoner." Japanese papers please copy!

The ancients of India taught that the warrior injured neither the enemy who asked for mercy, nor the defenseless. The Greeks sometimes granted quarter to another Greek if he threw down his arms, and occasionally permitted ransom or exchange of prisoners, as did the Romans. An exception was Germanicus, who, in operating against tribes along the Rhine, ordered complete destruction of the enemy.

During the 17th century ransom prices for prisoners were sometimes fixed by agreement before or during hostilities; however, killing and enslaving captives was still frequent.

As ransoming became less common, exchange developed as a means of returning prisoners. The United States made such an arrangement with Tripoli in 1805, agreeing in the event of war between them to exchange prisoners, rank for rank. If the numbers did not work out equally, $500 was to be paid for each captain and $200 for each seaman. An exchange treaty was also worked out with Morocco in 1856.

The last mass exchange of prisoners seems to have occurred during the early days of the Civil War. A later request from the South was refused by General Grant and President Lincoln.

It was Lincoln who inaugurated the first codification of international laws relating to the conduct of war on land, asking a lawyer of some renown, Dr. Francis Lieber, to draft the "Instructions for the Government of Armies of the United States in the Field." The First Convention of Geneva occurred the following year, 1864, followed by the conventions of Petrograd and Brussels, in 1868 and 1874, the Hague Conference of 1899, the Hague Convention of 1907, and the Convention of Geneva in 1929. The articles now known as the "Convention Relating to Prisoners of War" were signed by the United States and 46 other countries on July 26, 1929.

From the 97 articles comprising this convention stem most of what happens (officially) to a prisoner of war.

To begin with, the information a prisoner is bound to give his captor is strictly defined: "true name and rank, or else your reigmental number." In actual practice, a prisoner will probably give all, as the fuller information is more likely to be of help than hindrance.

If you become a prisoner, you say. "John Jones, motor machinist's mate third class, service number 084-35-278." Period. No more. But you should give that much, else the advantages given to prisoners of your class may be curtailed.

While you are a prisoner of war, your pay and allowances continue to be credited to your account. Credits include base, length of service, foreign service, flying and parachute pay; also rental, subsistence and quarters allowance for dependents. Per diem allowances are not included. There are also credited any increases in pay or allowances that may accrue during absence.

Your insurance allotments continue, and any allotment for the support of a dependent, if designated as such. If the allotment should prove insufficient for the reasonable support of a dependent, the dependent may apply to the Bureau of Naval Personnel, requesting that it be increased.

The treaty says that you shall "at all times be humanely treated and protected, particularly against acts of violence, insults and public curiosity." You have the right to let your family know as promptly as circumstances permit that you have been captured:

(Continued on Page 60)



(Figures show naval officers and enlisted personnel, reported at each location.)

IN JAPANESE HOMELAND AND ISLAND POSSESSIONS:	Officer	Enlisted
Hakodate	1	39
Tokyo	16	63
Kawasaki		20
Yokohama	1	
Osaka	11	454
Fukuoka	4	111
Zentsuji	55	62
Shinagawa	4	2
Taiwan	5	5
Java	8	20
In PHILIPPINES	261	973

IN CHINA OR ON MAINLAND:	Officer	Enlisted
Mukden (Hoten)		115
Shanghai	11	51
Moulmein	7	144
Thai		25
Malay States		3



Official U. S. Coast Guard photograph

Divine services are held on the deck of a transport in the South Pacific.

Tell It to the Padre

Men Who Face Death Find Sympathic Friend in Their Navy Chaplain

Who supervises the ship's library, gives better advice than Dorothy Dix, corresponds with anxious relatives, wangles your emergency leave, promotes shows, edits the ship's paper—and conducts divine services?

You're right—in most cases it's the chaplain.

Aboard ship, as on shore stations, a chaplain's duties are primarily religious. But his extra-curricular duties may include activities which promte the mental, moral and physical well-being of personnel. In short, a chaplain may be called upon to do anything from christening a baby to giving a running account of a battle over the PA system.

Back in the early days of the Navy, a chaplain did everything—even mixed in the fighting. One of the Navy's first chaplains, the Rev. Benjamin Balch, fought with the "minute men" at Lexington and was in the frigate *Alliance* returning from France in 1780 when two British ships attacked the *Alliance*. In the long, bitter engagement which followed, Chaplain Balch seized a musket and fought with such ardor that his shipmates ever afterward called him "The Fighting Parson." One of his sons, William Balch, became the first commissioned chaplain in the U. S. Navy.

The Rev. Andrew Hunter, an Army chaplain, who was commended by General Washington for gallantry in action in the Revolutionary War, later became a Navy chaplain and laid out the first course of study for the training of midshipmen. In 1811 he was appointed by President Madison to serve at the Washington Navy Yard and was commissioned to prepare a training curriculum intended to furnish the basis for a nautical education. This was to contain all appropriate studies, including philosophy and history "and lighter reading which will furnish the young gentlemen with recreation after their more arduous pursuits." From 1811 until 1821, Chaplain Hunter served as a one-man Naval Academy.

Officers of the Navy Chaplain Corps in this war, though they no longer bear arms, have received nearly a score of medals, including the Legion of Merit, Silver Star Medal, Navy and Marine Corps Medal, and letters of commendation. Seven have lost their lives in combat action or as the result of accidents, one chaplain is missing in action, five are prisoners of the Japanese, and seven have been wounded. More than 20 have been rescued from the sea after their ships went down.

During the assault on Sicily, Lieut. Francis J. Keenan (ChC), USNR, went ashore at Gela and assisted medical parties under constant strafing, bomb-

ing and shelling. While digging a grave for the burial of a man who had been killed in action, Chaplain Keenan was wounded. With the utmost fortitude, he completed the grave and conducted services for the deceased man. Upon returning to his ship he declined medical aid until those more seriously wounded had been cared for. He received the Silver Star Medal.

Lieut. Francis J. McManus (ChC), USN, received the Silver Star for his bravery during a bombing attack on the USS *Canopus* in Mariveles harbor at Bataan. When a bomb exploded in the vicinity of the after magazine, killed six men, wounded six others and started fires in adjacent compartments, Chaplain McManus entered the smoke- and steam-filled engine room, assisted in removing the wounded and administered last rites to the dying. He is now a prisoner of war.

Navy chaplains undergo a rigorous training course at William and Mary College, Williamsburg, Va., where more than 1,500 priests, ministers and rabbis already have been prepared for duty. Before he reported for duty at the school, each commissioned chaplain had been approved for appointment by his own church. He passed the physical examination required of all officer candidates and satisfactorily passed personal interviews.

When student chaplains arrive, they are assigned to double rooms in order of reporting for duty, with the result that any combination of Catholic, Protestant or Jew may result. Their first three weeks at the school are devoted to classroom lectures on when and how to salute, Navy organization, etiquette, law, history and all the customary indoctrination courses incident to officer training.

Chaplain students, busy with intellectual pursuits, are not allowed to forget that the Navy demands physical conditioning. They march to mess and classes, learn to drill, practice swimming, spend hours on cross-country hikes, runs and setting-up exercises. Even though a chaplain does not bear arms, he must be in shape to go everywhere his men go.

A physical-drill instructor once came upon a chaplain who, in failing to swing clear of a commando pit, fell and broke his ankle.

"Why don't you get going?" screamed the instructor at the suffering padre.

"I can't," moaned the victim, clutching his injured ankle. "I've broken my ankle."

"Well," barked the instructor, "don't just lie there, start doing push-ups."

A student chaplain spends his fourth and fifth weeks in training on a "shakedown cruise." This involves actual field work at some Navy, Marine Corps or Coast Guard activity. Upon returning to the school students discuss, with their classmates and instructors, experiences and problems encountered in the field. By this time they have learned



THE CHURCH PENNANT flies above the national ensign during church services on a naval vessel.



Official U. S. Navy photographs

THIS SAILOR in sick bay obviously is enjoying a visit from the chaplain. Cheering up the sick and wounded is one of the chaplain's many duties.

that the job of being a good Navy chaplain requires enthusiasm, hard work and a thorough understanding of naval life.

Classrooms become religious laboratories where the chaplains witness and have explained to them typical Protestant, Catholic and Jewish services. They study a chaplain's educational duties, office and correspondence procedures, administration of a ship's library, problems of counselling, how to conduct military funerals, domestic relations, and the administration of Navy Relief.

School officials have made every provision to meet the religious needs of each student. Altars are available so that each Catholic priest may offer morning mass or say his rosary in the oratory set aside for this purpose. Morning devotions, complete with a trained choir of specialists (W) and chaplains, are held each morning in the chapel. Rabbis are given corresponding facilities for their prayers and daily services.

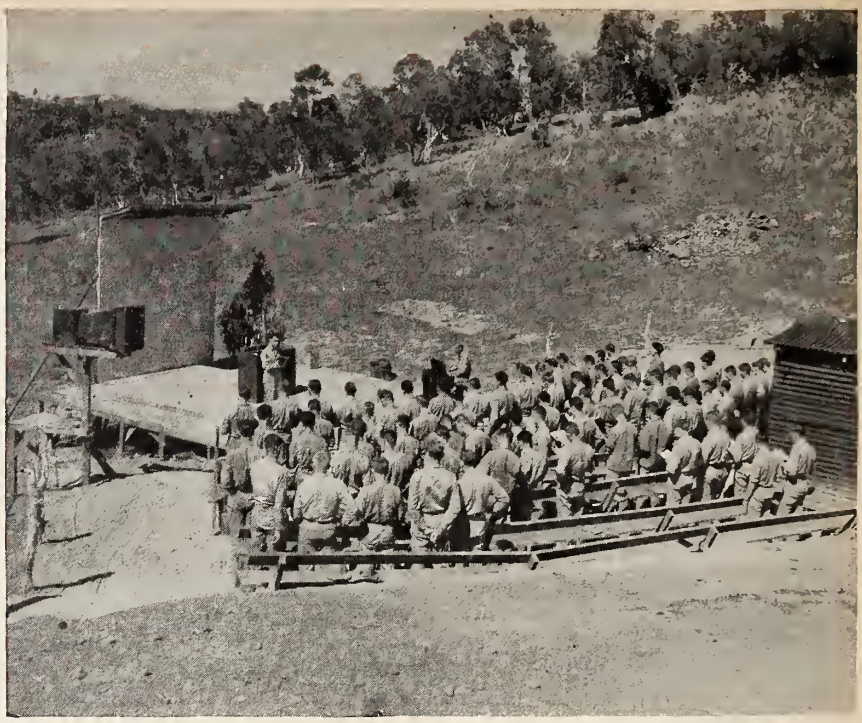
A training school for chaplains' assistants (specialist W) is operated in conjunction with the Chaplains' School. Here enlisted men and women prepare for the job of acting as chaplains' musical directors and office assistants.

After graduation chaplains are sent to billets deemed most suited to their particular qualifications. Younger, less experienced clergymen usually are given assignments where they may serve under the supervision of a senior chaplain.

Every battleship, carrier, cruiser, transport and hospital ship has at least one chaplain, with two chaplains usually assigned to each large carrier, new battleship and hospital ship. Large seaplane tenders, destroyer tenders, repair ships and other auxiliaries serving vessels not carrying chaplains usually are staffed with at least two chaplains.

Chaplains are assigned to all shore stations with personnel in excess of 1,000, including Marine Corps and Coast Guard stations. An attempt is made to rotate them on different types of duty in order that all may have an opportunity to serve at sea or outside the continental limits. Choice billets, according to preference records, are carriers or any place "where there's fighting going on."

As the naval services continue to expand, the Chaplains' Division has been hard pressed to fill the need for chaplains. Capt. Robert D. Workman (ChC), USN, director of the division in BuPers, announced on 25 February that 370 were needed immediately, and that 500 additional chaplains will be required in the next six months if the corps is to keep up with the planned expansion of the Navy. In addition to commissioning ordained clergymen from civilian parishes and theological seminaries, the Navy Department has included pre-chaplaincy training in the V-12 program. The first chaplains trained in V-12 will be ready for active duty in January, 1945.



Official U. S. Navy photograph

AT AN ADVANCE BASE in the South Pacific church services are held in the movie amphitheater.

Most chaplains believe that "the foxhole is a poor place for a man to begin to learn how to pray."

"The tendency," Captain Workman declares, "is to think that because men are going to live under radically different conditions, they will by that fact be made into radically different persons. The truth is that the normalcy of religious life aboard a typical ship would probably surprise most church members. Divine worship on a cruiser may be amid strange surroundings, but the hymns are the same. Men may be dressed in dungarees instead of their Sunday best. On shore the church may be a vast cathedral of palms, the benches hewn from logs, but the prayers and the sermons are still those of men determined to serve God. Their prayers often are for victory and for peace, and for the folks at home, but they are no different from the prayers of men and women of history, who have engaged in mortal conflict with an enemy."

Wars produce an increased consciousness of the reliance man must put in his God. This war is no exception. Chaplains expect this, and they are prepared to help fighting men keep a healthy balance in their relationships with their Maker and their immortal souls.

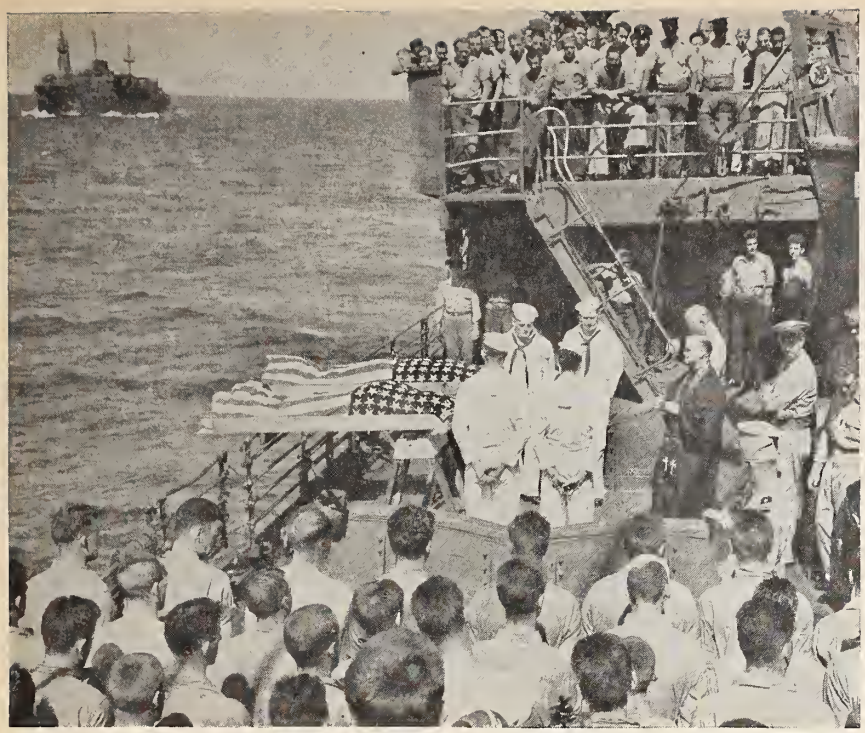
"There's nothing like combat to make Christians out of these boys," declares a Protestant chaplain stationed in the South Pacific. "During the operation I wasn't able to do anything more than have brief worship services for the units, and those had to be on the day of the week best suited. That wasn't always Sunday. Since things have returned to normal the men have been coming out to services as never before —and in a new spirit. My guess is that they desire to be introduced formally to this suddenly found foxhole friend. I suspect that after the war we will see men lead the women out to church— the reverse of the situation now obtaining."

Many marines aboard a ship headed for Kwajelein Atoll in the Marshalls will not soon forget the last church service before the invasion. One of them described it, as follows:

"I shall never forget this service because it proved once again that men are not ashamed to pray. . . . Many of us had gone through the ritual of religion at home on the mainland. Now, we were in deep earnest and unashamed to ask God's help during the coming battle against the Japs.

"Padre Bill told us that attacking the Japanese-held Marshall Islands is not our choice, nor indeed the choice of our country, but that time and circumstances, leaders and ideas which dominate other nations, have cast the die for war.

"The chaplain went on to say that all life is an adventure into the unknown, that we can never be certain what tomorrow will bring forth. But we can and we have made preparation for it, we have prepared ourselves physically, we have developed a high degree of skill in our tasks through long practices. Now, he said, through worship and



Official U. S. Coast Guard photograph

A NAVY AND AN ARMY chaplain preside at last rites for two enlisted men from the torpedoed USS Liscome Bay.

prayer, we make our preparation spiritually. That completes the triangle for a fully prepared life."

Because a chaplain can listen to confidences of both enlisted men and officer personnel, he often can be a major factor in promoting harmonious relations for the ship's company. Grievances of groups or individuals often have been aired to everyone's complete satisfaction through a "diplomatic coup" engineered by the chaplain.

A cruiser division commander recently told his captains:

"Each of your ships has a chaplain who, if properly encouraged and supported, can and should be not merely one who officiates at divine services on Sundays, but one whose influence for good, for morale, for high standards and for sound, healthy discipline can be tremendous. It has ever been a source of wonder and pity to me that many intelligent officers of the Navy completely miss the point regarding the function of chaplains and the very real help they can be to the captain in his function."

A Navy chaplain hears many tales of woe and usually listens to them sympathetically; but for chronic complainers or those who "beat their gums" over trifles, the chaplain has a ready answer. It usually is in the form of a printed card which he hands to the complainer without comment.

A seaman once approached his ship's chaplain on deck and, in the presence of a number of crewmen, began complaining that the boatswain's mate always gave him a swab with a broken handle. The padre listened in silence and when the seaman had finished his story, handed him a card with the following inscription:

SYMPATHY

Your problem touches the Chaplain's heart deeply.
He is overwhelmed with grief.
This small card is but an expression of his sincere sympathy.
On presentation of five of these, the Chaplain will issue one crying towel from his crying towel locker.

On some ships, during combat, the chaplain presides at the public-address microphone to keep the crew informed of the battle's progress. Recently, the chaplain of a large carrier was called upon to give a play-by-play description during an attack by an enemy submarine. He had been relaying news from the pilots aloft when the sub surfaced in plain view and fired two torpedoes. He described the speed, the direction of the torpedoes as observed by their wakes, and the ship's movement as she maneuvered desperately and finally outran the deadly missles. The men below decks forever afterward had confidence they were getting the "straight dope" so long as the C.O. kept the padre at the mike.

Chaplains themselves believe that one of their best contributions lies in convincing non-churchgoers that religion is not the doleful, grim creed too commonly associated with it. They recount the amazement exhibited by some of their "parishioners" when they learn that the padre has a sense of humor, that he enjoys their sports and jokes and games.

A chaplain with the First Marine Division on Guadalcanal, while lined up for mess, received a painful splash of scalding coffee when a tray was upset.

"Will one of you qualified laymen help me out with an appropriate remark?" he quipped.

This same chaplain once accompanied his unit on a field problem for five days and had marched step for step with his men, sleeping under a shelter-half and sharing field rations. After covering some 20 miles on Sunday the footsore and weary padre, wishing to hold services for everyone, hit upon the idea of a broadcast. Thereupon he broadcast the service, which consisted of scripture readings, the story of the Good Samaritan, the Lord's Prayer and a benediction, over 10 loudspeakers of the field radio system.

On another island a Navy chaplain started at dawn and working constantly under the threat of air raids, held church wherever the largest groups of men were found. He completed the final service at 1900 after walking more than 12 miles around the island. One alert held up services for more than an hour, and none of the services was conducted further away than one minute's running time from battle-station foxholes.

At an airstrip where Seabees were working a 24-hour day, a ring of bulldozers and trucks were drawn up to form a circle and the chaplain conducted prayers from the seat of a huge caterpillar tractor. At another battery he spoke from a sand-bagged parapet and at a third from the steps of a native hut.

Captain Workman is now on an inspection tour which will take him to outlying bases in the Caribbean Islands, South America, the Mediterranean area and the British Isles. Accompanied by Comdr. John R. Boslet (ChC), USN, and Comdr. Joshua L. Goldberg (ChC), USNR, he will observe firsthand the effectiveness of the Navy's program for ministering to the spiritual needs of its fighting men.

How Did It Start?

History has it that the rank of commodore was first created by the Dutch during a war with England in 1652.



The Netherlands was short of admirals and short also of money. By creating the new rank the Dutch obtained their needed flag officers at the cost of only half the pay of admirals.

(If you have a new or different version, send it along to the Editor.)

True-Story Adventure:

Teamwork Wrecks the 'Tokyo Express'

Early days on Guadalcanal . . .

When Navy flyers bombed the "Tokyo Express" with beer bottles; when "Washing Machine Charlie" clanked around overhead nightly for four or five hours before dropping his 500-pound egg; when scout seaplanes had a top speed of 110 miles an hour, unprotected gasoline tanks, and a total armament of two .30-caliber machine guns.

All the tragedy and humor of those early days are recalled by one of the 15 naval aviators who comprised Airplane Cruiser Scouting Detachment, attached to the First Marine Division, Reinforced, at Guadalcanal — Lieut. George W. Polk, USNR, of Washington, D. C. Hospitalized for nearly a year as the result of wounds and malaria received in the South Pacific, Lieutenant Polk received his copy of the Presidential Unit Citation awarded the Marine division.

His only regret is that five of his comrades were killed or are listed as "missing in action" and cannot be present to share in the glory now being heaped upon their old outfit.

"I arrived in Guadalcanal with 120 men," Lieutenant Polk said, "three days after the initial occupation 7 August 1942, to set up the ground facilities for our air operations from Henderson Field. We got that done.

"The well-known five battles of the Solomons followed and we were all busy. Several of our cruisers were hit during those battles and their commanding officers, seeking to lighten ship, sent their scout planes, with their pilots, ashore. Fifteen planes and 15 aviators were accumulated.



Official U. S. Navy Photograph

Lieut. Polk in his flying gear.



Official U. S. Marine Corps photograph

THIS PAGODA was headquarters for Marine and Navy flyers at Henderson Field during the early months of the fighting on Guadalcanal.

"At this time the 'Tokyo Express' was still persistently and viciously active in attempting to shell our forces off Guadalcanal and destroy our shipping, which was reinforcing and supplying those forces. The Jap ships came down the 'slot' every night when the moon waned or when bad weather afforded them a cloak. This 'express' was a menace and we had to find some way of combatting it.

"At the time, we had a group of torpedo boats which were going after the 'Express,' but there were not enough PTs to patrol effectively the large area of ocean. We had our 15 scout seaplanes, but independently they were of little offensive use. Their top speed was 110 miles an hour, their armament was two .30-caliber guns, and their gasoline tanks were not protected.

"Some of us got together with the PT boys and formed a team. We devised our own signals for teamwork, our own system of coordinated attack, and then we went to work. Supplies—gasoline, oil, ammunition, tools, etc.—were scarce. We solved that problem. Agreeing that the PT stockpile and our stockpile were sacred, we decided that every other stockpile in the area was fair game for 'borrowing.'

"Our planes would go out and find the 'Express' coming down the 'slot.' We immediately radioed the PTs the position of the Jap ships. Then we attacked. We couldn't carry bombs, so all we could do was skim low over their decks and strafe 'em. We had one other weapon—empty Japanese beer bottles, left behind by the enemy when we took the islands. These we tossed down on the 'Express.' Our object was to get the Nips to open up on us so that they would reveal themselves by their gun flashes. When they did cut loose, our PT boats, which had been lying in ambush, would let go their torpedoes. The PT boys hit several destroyers and at least one cruiser, damaging all severely and sinking some.

"Those were real tangles once they got going—the planes strafing, the Jap ships blazing away, and then the brilliant orange flashes as the PT torpedoes struck home. Often we were forced down at night. That's a funny sensation, making a landing on a black night without any idea of which way the wind is blowing. All you could do was glide downward and from about 400 feet keep the plane in a landing attitude (nose up and tail down) at the same time keeping enough speed to keep from stalling and spinning. You just sat there doing that and waiting to strike the water. If you hit pointed into the wind, fine. Downwind was bad, but not too tough. If you landed crosswind, you got very busy and hoped you'd be very lucky, so you could get straightened around before the top of a swell hit a wing tip and wrecked you.

"Back at our base, we'd try to get some sleep while 'Washing Machine Charlie' clanked around upstairs. 'Charlie,' who also was known as 'Louis the Louse' and 'Maytag Charlie,' was a Jap light bomber who cruised around overhead hour after hour with an engine that sounded like a washing machine. He carried a 500-pound bomb but was careful never to drop it until he had been overhead for four or five hours. This meant many hours of lost sleep below until the bomb was deposited safely. You will understand why 'Charlie' was called many other names, none printable.

"'Charlie' contributed to our work in a way, at that. While we sat on the

edge of foxholes waiting for the bomb, we kept working on our tactics. We devised tricky passwords to be exchanged between boats and planes so that an English-speaking Jap would not be able to upset an attack. We were able to accomplish our primary objective, which was to break up the Jap attacks on Guadalcanal and our shipping.

"Many of us were forced down or shot down. I was forced down while out searching for a lost fighter pilot. I couldn't find him but a Jap Zero found me. My plane was no match for his, but I fought him off long enough to get into a provident cloud and hide until he went away. That little dog-fight, however, used up my remaining gasoline and I had to make a night landing. I spent the night on the water and the next eight days behind the Jap lines, trying to get back to my detachment. I finally was picked up by Lieut. Bruce G. Brackett, USNR, who shortly afterward was shot down at night. Bruce is listed as missing.

"Sitting around the foxholes, we got to know each other much better. We had many laughs, occasioned by incidents such as the one when a pilot, down on the water and out of gas, asked a PT boat to bring over some fuel. The PT came alongside and one of her crew and the radioman-gunner of the plane began transferring gasoline. Noting that it was taking an inordinately long time, the PT skipper asked what was going on. Growled the PT sailor: 'This aviator guy is offering only 17 cents a gallon and our price is 20 cents.'

"But all was not fun and laughter around the foxholes. Once in a while, before realizing it, someone would mention the name of one of our comrades who had been killed in night landings, or shot down, or of those who had died when the fragile PT boats had been caught in Jap crossfire . . . gallant fighting men who gave their lives that the 'Tokyo Express' might not run."



Mainsheet (NTS, Bainbridge, Md.)

"And he's been waiting since '42."

Legislative Matters of Naval Interest

Post-war planning for veterans of this war is moving forward rapidly in Congress with the introduction of scores of bills for the benefit of those who return to post-war life at home.

Much of this legislation is in the initial stage, under study by congressional committees or government departments or both, so it is impossible to determine its final form.

Among introduced legislation is the so-called "G.I. Bill of Rights," sponsored by the American Legion and a number of members of Congress, including 79 senators. This bill would provide hospital facilities, speedy settlement of disabled veterans' claims, educational and vocational training opportunities, unemployment compensation, loans for the purchase of homes, farms or small businesses, a board to review discharges and the concentration of all government service to veterans under Veterans' Administration.

The bill which carries the largest financial return to the veteran is the proposed Veterans' Adjusted Service Pay Act of 1944, also authored by several members. It is designed to pay up to $3,500 to men and women of the armed forces for duty within the continental limits and $4,500 for overseas duty. Total appropriation entailed would be approximately $30,000,000,000. The measure is sponsored by five national organizations of veterans—the Army and Navy Union, Regular Veterans Association, Veterans of Foreign Wars, Disabled American Veterans and Military Order of the Purple Heart.

The bill would give men and women who serve honorably in the armed services a credit of $3 per day for home service and $4 per day for foreign service, with an extra credit of $500 "for any wound for which the issuance of a wound chevron or other decoration or medal is prescribed." The $500 figure also is the maximum for compensation for wounds.

There would be a minimum credit of $100 for any home service and $500 for any foreign service, with the maximums stated above, and with the top a payment of $5,000 to one who had the maximum of service ($4,500 overseas) plus an extra credit of $500 for having been wounded by the enemy. Payment would be in the form of bonds issued by the Secretary of the Treasury upon certification from the Navy and War Departments of the amounts due each veteran.

* * *

The following legislation of interest to the naval service has become law:

To present, in the name of Congress, a Distinguished Service Medal to Gen. Thomas Holcomb, recently retired commandant of the Marine Corps.

To grant military rank to certain members of the Navy Nurses Corps. This bill gives Navy nurses military rank for the duration of the war and six months thereafter, or until such time as the Congress by concurrent resolution or the President by proclamation may designate. Heretofore, the Nurse Corps officers enjoyed only relative rank up to and inculding the rank of captain. Their authority covers personnel of the Nurse Corps, and in naval hospitals, and other medical establishments ashore and afloat, they rank in authority after commissioned officers of the Medical and Dental Corps.

Executive nominations for temporary service recently confirmed by the Senate:

Vice Admiral Raymond A. Spruance to be admiral.

Rear Admiral Richmond K. Turner to be vice admiral.

Rear Admiral Louis E. Denfeld, whose previous appointment was effective only while serving as Assistant Chief of BuPers, to be rear admiral.

Captain Forrest B. Royal to be rear admiral.

* * *

Legislation introduced but not acted upon at this writing:

To provide that Navy Reserve officers who are graduates of Naval Reserve training schools shall be eligible for permanent commissions under the same conditions as Naval Reserve officers, who, prior to being commissioned, were members of the Naval Reserve Officers Training Corps. (H. R. 4237, by Representative Poulson of California.)

To authorize the President to present in the name of Congress, Distinguished Service Medals to Admirals Chester W. Nimitz and Royal E. Ingersoll. (H. R. 4377 and H. R. 4399, by Representative Vinson of Georgia, chairman of the House Naval Affairs Committee.)

To reestablish the grade of Admiral of the Navy. (H. R. 4134 by Representative Vinson.) There has been only one Admiral of the Navy, Geogre Dewey, hero of the Spanish-American War. The rank ceased to exist with the death of Admiral Dewey, 16 January 1917. The Vinson bill provides appointments to such grade shall be made by the President, subject to confirmation of the Senate, from among line officers on the active list and retired line officers on active duty serving in the rank of admiral in the regular Navy. The number of officers in the grade of Admiral of the Navy on the active list would not be allowed to exceed two.

* * *

(For congressional action on Soldiers' Vote Bill, see story on page 63.)



Official U. S. Navy photograph

'The rising might of America is now evident in many theaters.'

'Toast to the Navy'

By WALTER LIPPMANN

Reprinted with permission from the New York Herald Tribune.

In the Marshalls and at Truk the Navy has done more than to win a good victory over the enemy. It has won a resounding victory in the hearts and minds of our people over the anxiety and the doubt which have, since the close of the other war, divided and confused us. We have been afraid of our destiny in the great world where we are bound to play so great a part. We have doubted the strength and validity of our institutions—not only the radicals who wish to alter them but also the conservatives who thought nervously that American institutions were too fragile to be used.

We have lived through an epoch which has been one prolonged crisis of American confidence. We could not settle the other war. We could not reconstruct the foundations of the economic order. We could not avert the greatest depression of modern times and we did not overcome it successfully. We did not use our influence to prevent this second world war. We did not prepare for it. When war came, we were defeated by the Japanese in the Pacific and our shipping was ravished by the German submarines within sight of our very shores. And so doubt corroded the American spirit. The nation was in doubt whether it could meet the final tests of nationhood and survive triumphantly in the struggle for existence. This doubt has paralyzed the political life of the nation, and has infected its spirit with cynicism, sentimentality, frustration and an ignoble hedonism.

Such an inward crisis in the life of a people can be resolved only when by its own exertions it earns the conviction that it has within itself what it takes to play its destined part. The crisis ends and the soul of the nation becomes composed and serene when the nation has proved to itself its own worth. That conviction came to the British when they stood alone after Dunkirk and won the Battle of Britain. It came to the Russians at Stalingrad. It will begin to come now to us, now that we have beheld these campaigns which have proved not only the weight of American industry and the valor of American men but also the intelligence to organize them, the imagination to command them and the discipline to use them.

Kwajalein and Truk are memorable not for the quantity of the power which has been assembled in the Pacific; no one ever doubted our capacity to be big. They are memorable for the quality of the planning and command that has been demonstrated; of this we had become dreadfully uncertain in the cynical, sentimental, materialistic days between the two wars. The rising might of America is now evident in many theaters. But here in these naval operations American might has attained full maturity and indisputable excellence.

Such things are not achieved by accident. We owe them in the first instance to Admiral King, whose insight and iron resolution are now proved and rewarded, and to the Navy Department, which has supplied him with the means, and to the commanders whom he has chosen so well.

It is a true instinct of our people which causes them to celebrate such an achievement and find in the revival and reconstitution of American naval power the pride which restores their confidence. We have always looked upon the Navy as the first line of defense. But the experience of this century has taught us, and especially this amphibious war in the two oceans, that the United States, though it is continental in size, is an island power.

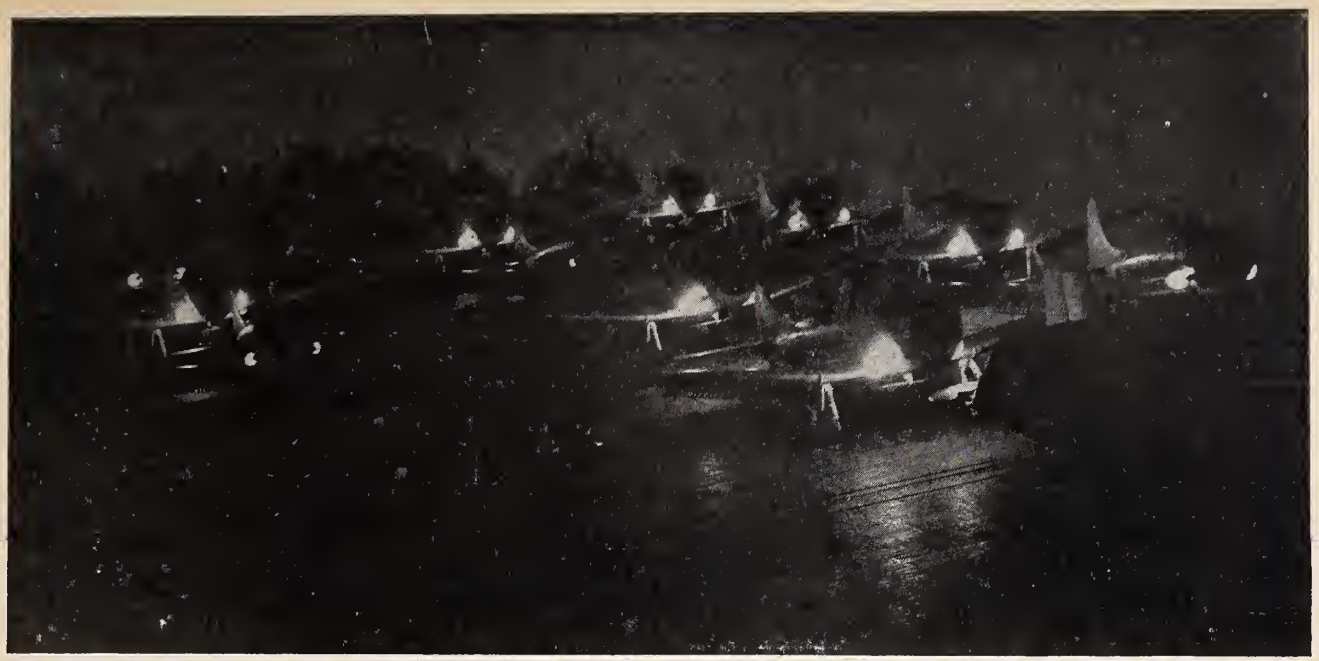
In war and in peace we are set amidst the seas. The places we must make secure—from Alaska to the Philippines to Panama, from Iceland to Brazil—are overseas. We can be attacked only by seaborne forces and when we wage war on land or in the air our forces are always first of all sea-borne. Every American soldier is in the last analysis a marine who must embark in a ship in order to meet the enemy.

Therefore, just as the final security of Russia is in the Red Army, so the final security of the United States is in the Navy. This ultimate fact is unaffected by professional arguments about whether airplanes can sink battleships, or whether they should fly from land bases or from carriers, or whether the final defeat of our enemies has to be administered by the ground forces. The consideration which governs the whole of American security is that we are an island power which must make secure the surrounding seas and the opposite shores. Sea power, that is to say power over the seas, is our central need. How to meet this need is in the true sense of the term a naval problem in that the issue for us is always the crossing of the seas. Whether this is done by surface ships, submarines or aircraft, or by the combination of all arms, is a subsidiary question of ways and means.

This is why we must put such great store upon the proof which has been given in the Marshalls and at Truk that the Navy has mastered the art of combining all arms in order to strike successfully across the seas. We shall learn from it, as the proof sinks into our minds, that we need doubt no longer the capacity of the nation to meet its tests and to fulfill its destiny.

When we have allowed ourselves to believe that, and have become convinced of it, we shall find it hard to remember how baffled and frustrated we have been, how nervous and worried, over domestic difficulties in politics, administration, economics, which a proud, strong and confident people will take in its stride.

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In a scene similar to the one Mr. Clapper describes, carrier planes in the Pacific warm up for a pre-dawn takeoff.

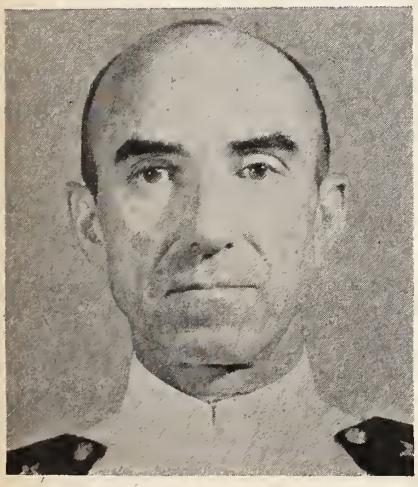
'Their Skipper'

By RAYMOND CLAPPER

Written as a newspaper column by Mr. Clapper before the battle of the Marshall Islands, in which he lost his life, the following is reprinted with permission of the Scripps-Howard Newspapers and United Feature Syndicate.

"ABOARD AN AIRCRAFT CARRIER, SOMEWHERE IN THE PACIFIC—It was from some of the youngsters on the forward guns that I learned about the captain of this carrier, and incidentally something about the youngsters.

"It was still dark. We had just put off the dawn patrol, and I had had someone point out to me the Southern Cross, which below the Equator is to amateur astronomers what the Big Dipper is north of the Equator. We were at general quarters, with all hands at battle stations. I had been on the flag bridge watching the operation, and then I went over to the forward gun platform to talk with these youngsters.



Official U. S. Navy photographs

THE SKIPPER about whom Mr. Clapper was writing in the column reprinted here: Rear Admiral (then Captain) John J. Ballentine, USN.

"One of them, who has a wife and two children in Massachusetts, plays in the ship's band. He and a partner had a garage until the draft took their help, whereupon they closed up and our friend joined the Navy. With him was a blond youngster who also plays in the band. He grew up in New Jersey but has a wife and baby in Tennessee.

" 'How old is the baby?' I asked.

" 'Two months and three days,' he said, which shows what kind of new father he is. He has never seen his baby. He studied music at the Juillard School in New York, and like his buddy he stands by on the guns when the call for battle stations is sounded.

"I didn't bring up the matter of the skipper. They did. I was saying how glad I was to be aboard.

" 'We think we have the best skipper in the Navy,' said one of the boys.

" 'His talks to us before we go into battle are wonderful,' said the other. 'You should have heard the talk he made to us when the ship was commissioned. He said this ship would take us right into Tokyo.'

"Some of these boys think it is the skill of the captain that has brought the carrier through six tough fights without a scratch.

" 'You should have seen the near misses dropping around us on the Rabaul strike!' one of them said. 'They were coming down right close on one side and then on the other side, but the skipper just swung her around and we got through between them.'

"When I asked the captain about it, he said God was with the ship. He said you can have the best crew in the Navy, and the best ship, but you still need some luck to get through.

"He has had luck, and not the least of it is to have a friendly, straight-shooting personality to go with his skill. He does not go in for the bellowing, sadistic explosions affected by the oldtime seadogs. He commands not only the confidence of the entire personnel but its affection, to a degree I have not observed elsewhere in this war, and which officers aboard say is exceptional.

"I emphasize this because the Gen. Patton incident has shaken the confidence of some parents in the way their boys are being treated by officers.

"Any number of bluejackets have volunteered to me some remark or other about the skipper of this happy ship. They say they will make any kind of fight for him. Recently he got orders for a promotion which involves his leaving this ship, and a number of the men have gone to him to say how much they regret his leaving. Several of them remarked to me that they are glad he is staying on through the next action with them, for they are almost superstitious about their luck with him. It is a phenomenon which gives a lift to a civilian guest aboard this ship, especially one coming out of the atmosphere of Washington.

"I don't know what the explanation is. In fact we seldom know what makes leadership. But you always know when it is there, as every last man on this ship knows it."

BUREAU OF
NAVAL PERSONNEL
INFORMATION BULLETIN

This magazine is published for the information and interest of the Naval Service as a whole, but opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. Articles of general interest may be forwarded to the Editor.

APRIL 1944 NAVPERS-0 NUMBER 325

Brothers in Arms

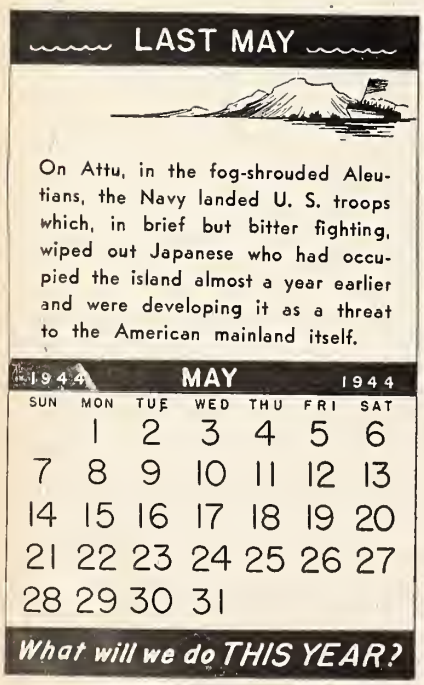
Early in the war, there was a gag which had it that Navy men should be nice to Army people, and vice versa, "because they're our allies too." This was all good clean fun, but could be taken as a reflection that the Army and Navy did not work together.

Those who actually knew the situation, of course, knew better—but there is no way of really proving such a thing except by action, and unfortunately the early phases of the war did not lend themselves to such proof. It is pretty hard to prove any kind of positive point by defensive fighting.

Now that America has really taken the offensive, however, the proof is abundant. It may or may not have escaped notice that only the closest of Army and Navy cooperation—plus cooperation with Allied forces—could have made the African invasion and later Sicilian and Italian landings successful. But now that the offensive is rolling in the Pacific, even the most casual layman can see that there is full, wholehearted cooperation. The Marshalls could not have fallen, the push toward China could not be progressing unless there were such cooperation.

It is not that this cooperation is new-found. It is just that in spectacular events, such as those of recent months, it becomes more clearly evident. The Army and the Navy have always known that it is all the same war—and have known that to win it we will have to win it together.

The fact that we *are* winning it proves the point.



Quotes of the Month

• *Admiral Nimitz:* "The principal obstacle in the Pacific now is not Japs but geography—the size of the Pacific Ocean."

* * *

• *Secretary Knox:* "It was teamwork which enabled the United Nations forces to carry through to success the greatest amphibious operations ever conducted in any war. I can promise without revealing any military secrets that these combined operations will seem small when operations now being planned take place."

* * *

• *Prime Minister Churchill:* "Airpower was the weapon the marauding states selected as their tool of conquest. I will not moralize further than to say there is a strange, stern justice in the long swing of events."

* * *

• *Goebbels:* "As we have promised, we shall come out of this war more fanatical Nazis than ever."

LETTERS
TO THE EDITOR

This column is open to unofficiol communicotions from within the Naval Service on matters of generol interest. However, it is not intended to conflict in ony woy with Novy Regulotions regording the forwording of officiol moil through chonnels, nor is it to substitute for the policy of obtoining informotion from the locol commonding officer in oll possible instonces. Answers to correspondence oddressed to the Editor will be through this column only.

FULL ADMIRALS

TO THE EDITOR:

At the present time, how many full admirals are there in the U. S. Navy who have the permanent rank of full admiral?—D.A.H., AS, USNR.

• *Twenty-six, all on the retired list, of whom nine now are on active duty. In addition, there are six full admirals with temporary rank on the active list as of 1 March 1944.*

Those on the active list who hold the temporary rank of full admiral, in order of their lineal positions, are: Admiral Ernest J. King, Commander-in-Chief, U. S. Fleet and Chief of Naval Operations; Admiral Harold R. Stark, Commander U. S. Naval Forces, Europe; Admiral Chester W. Nimitz, Commander-in-Chief, U. S. Pacific Fleet; Admiral Royal E. Ingersoll, Commander-in-Chief, U. S. Atlantic Fleet; Admiral William F. Halsey, Commander South Pacific Area and South Pacific Forces, and Admiral Raymond A. Spruance, Commander Central Pacific Force.

Those on the retired list, now on active duty, in order of their lineal positions, are: Admirals William D. Leahy, chief of staff to the Commander-in-Chief of the United States Army and Navy; Thomas C. Hart, member of the General Board; J. M. Reeves, on duty with the Secretary of the Navy; H. E. Yarnell, Office of Chief of Naval Operations; Arthur J. Hepburn, Edward C. Kalbfus and Claude C. Bloch, General Board; J. O. Richardson, Executive Vice President, Navy Relief Society, and C. P. Snyder, Naval Inspector General.

Those on the retired list and on inactive duty, in order of their lineal positions, are: Admirals Henry B. Wilson, Joseph Strauss, William V. Pratt, William H. Standley, Clarence S. Williams, Thomas Washington, Samuel S. Robison, Richard H. Jackson, Louis McC. Nulton, Louis R. de Steiguer, Montgomery M. Taylor, Charles B. McVay Jr., Richard H. Leigh, Luke McNamee, David F. Sellers, Frank H. Brumby and Orin G. Murfin.

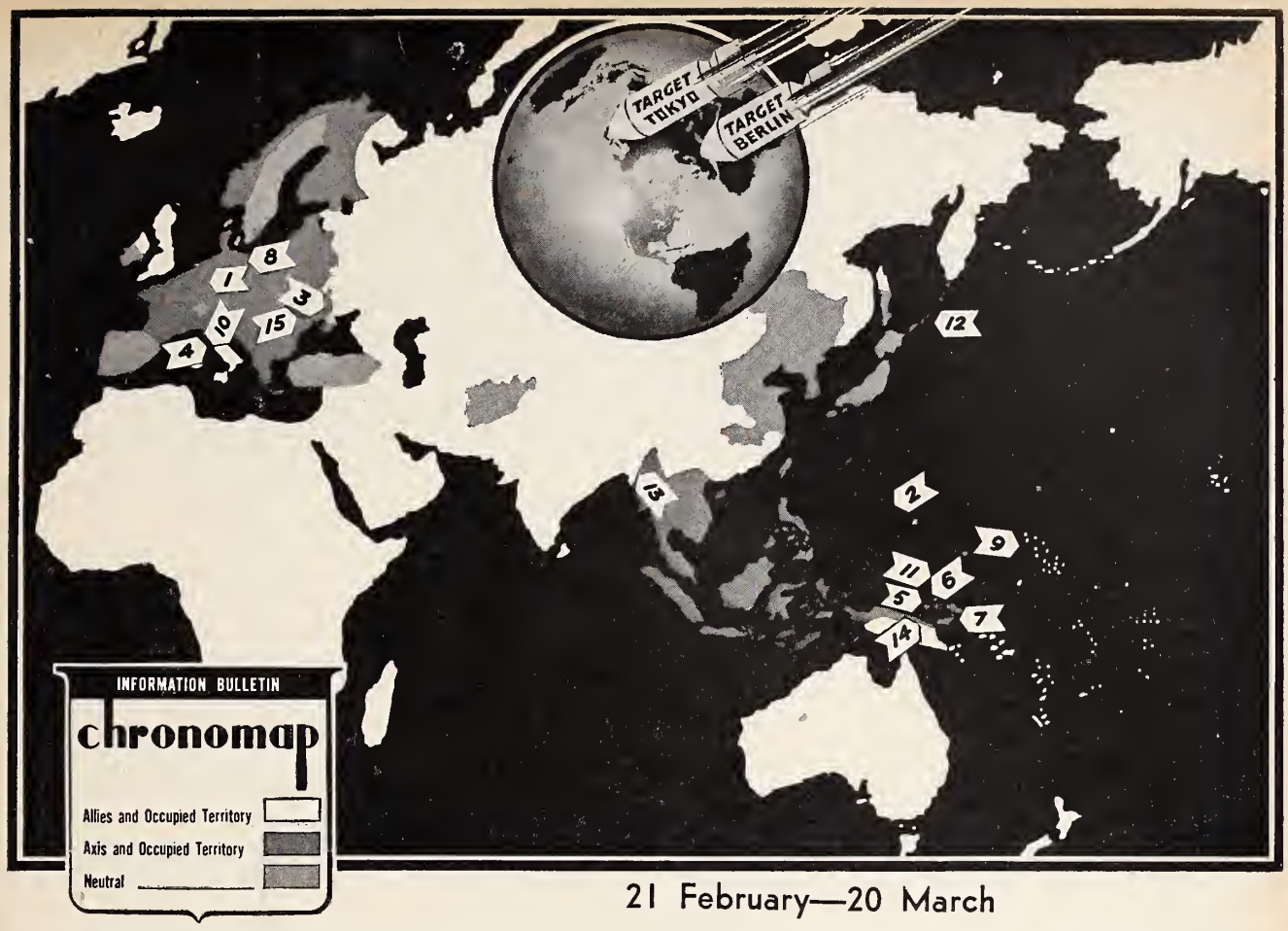
AM I A SEABEE?

TO THE EDITOR:

I am a member of the Hospital Corps assigned to duty with a naval Construction Battalion. Am I a Seebee?—W.F.R., PhM1c, USN

•*No. You are a Hospital Corpsman assigned to duty with the Seabees. The procurement program for Seabees did*

(Continued on page 46)



21 February—20 March

1. 21 Feb.-20 March—Round-the-clock Allied bombing devastates Nazi industrial cities, cuts plane production.
2. On 22 Feb.—Pacific Fleet task force raids Marianas.
3. On 22 Feb.—Red Army retakes Krivoi Rog.
4. On 24 Feb.—Strong Nazi assaults on Anzio beachhead repulsed.
5. On 25 Feb.—Allied planes sink Jap destroyer, two cargo vessels, nine barges in Bismarck Sea.
6. On 29 Feb.—Americans invade Admiralty Islands.
7. On 7 March—Marines land on Talasea Peninsula, 160 miles from Rabaul.
8. On 7 March—Eight hundred U. S. heavy bombers raid Berlin by day.
9. On 12 March—Americans capture Wotho Atoll in Marshalls without opposition.
10. On 15 March—Allied bombers level Cassino with 3,500-ton assault.
11. On 15 March—U. S. Army bombers raid Truk.
12. 16-18 March—Aleutians-based U. S. bombers raid Jap Kurile Islands bases.
13. On 17 March—U. S. planes land Allied troops behind Japanese lines in Northern Burma, following occupation of Hukawng Valley by U. S. and Chinese infantry.
14. 19-20 March—U. S. bombers sink five-ship Jap convoy off Wewak.
15. On 20 March—Russians sweep into Bessarabia.

THE MONTH'S NEWS

(Period of 21 February through 20 March)

Pacific Blows Bring Us Nearer Philippines; Air Raids Rock Nazis; Red Army Rolls Into Bessarabia

The War

In the South Pacific the Allies tightened the noose around the beleaguered Japs in their last battered bases as our forces moved to within 1,300 miles of the Philippines. From Russia the Red Army, launching new and powerful offensives, swept over the Bessarabian border, pounded at the gates of Estonia and Latvia, and surged toward central Poland. Fighting in Italy slogged through mud and rain, and American bombers leveled the Cassino fortress. In Europe hundreds upon hundreds of Allied bombers launched the long-promised "round-the-clock" devastation of German industrial cities.

In the Pacific, Army and Navy planes were taking off from newly won Marshalls bases and smashing deep and wide at Truk, the Carolines, the Marianas, Guam, Wake, Paramushiru, Ponape and other Jap strongholds. A pincer offensive in Burma surprised the Japanese. The Battle of the Atlantic continued heavily, almost overwhelmingly, in our favor. The Nazis were busily checking their defenses against the coming invasion and viciously striking at London with what the English referred to as the "little blitz."

On 29 February Americans landed in the Admiralty Islands at Los Negros, quickly seizing the airfield at Momote. It was estimated that the bold surprise stroke had trapped 50,000 Japs. Their new positions at Los Negros placed our forces only 1,300 miles from the Philippines.

A week later the Allies "leapfrogged" a landing at Mindiri, behind the Jap lines, and the next day another landing force established itself on the Talasea Peninsula only 160 miles from Rabaul. On the 15th we seized Manus Island, close to Los Negros, and three days later were in con-



Official U. S. Navy photograph

Smoke clouds rise as U. S. warships form a "bombardment assembly line" during Kwajalein invasion

trol of the valuable Lorengau airbase there. By 20 March all vital Admiralty positions were ours.

Meanwhile, we continued to pound and blast at the last Jap bases in the Solomons and to repulse all counter attacks. Japs on Bougainville failed in several attempts to push back our Empress Augusta Bay forces. Marines joined with Army forces on Cape Gloucester on 24 February, winning the entire southern half of New Guinea.

Our South Pacific naval and air forces got nine ships of a convoy off Kavieng and Rabaul was shaking under a relentless air pounding. All enemy supply and convoy traffic was disrupted in the Solomons area and attempts to utilize barges were frustrated. At one point the Allies could count over 300 barges destroyed or seriously damaged in a three-week period.

Additional good news was furnished by British submarines operating in the Malacca Straits, where they sank a Jap carrier and probably a cruiser.

The Russian Army, rolling forward on its long front, had two offensives steamrolling at once. At month's end one had swept into Bessarabia and taken 40 localities. In the Ukraine, the destruction of an entire German army was confidently promised as great quantities of supplies, equipment and prisoners fell to the advancing Red fighters.

On 22 February the huge mining city of Krivoi Rog was retaken by the Russians after four months of fighting. Russia could boast that three-fourths of all land once held by the Nazis had been recovered. On 14 March the Black Sea port of Kherson was again in Red Army hands along with vast amounts of booty. The rich grain lands of the Ukraine had been recovered. The Red juggernaut was inexorably rolling toward old Rumania and Germany.

Meanwhile, Finland announced rejection of the Russian peace terms. Finnish military leaders admitted they could not stop a Red offensive.

Desperately falling back before the Red surge the Nazis apprehensively watched the invasion coast and staggered under daily bombing raids of unprecedented force. The new "factory buster" bomb, weighing six tons, was used on specific targets.

On 8 March 350,000 bombs were dropped on German targets in one daylight raid. On 16 March 1,000 heavy American bombers struck at plane factories.

A two-way Allied air pincer, timed to arrive from the airfields of England and Italy on schedule, smashed at German and Austrian targets. By the end of February, Allied air leaders estimated that German production of twin-engine planes had been cut from 500 to 100 a month, production of single-engined fighters reduced from 1,000 to 400 a month.

The Nazi answer, a new blitz against London, was reported a half-hearted effort which accomplished no major damage.

From the Central Pacific our reconnaissance planes returned with the full story of the raid on Truk. Photos showed 23 Jap ships on the bottom and 11 damaged. The surprise strike at Truk echoed all the way to Tokyo, where Prime Minister Tojo removed Field Marshall Gen. Sugiyama and Admiral of the Fleet Nagano. Tojo took over both jobs personally.

On 22 February a Navy task force hit Saipan and Tinian Islands, in the Marianas, only 1,300 miles from Tokyo. Our force was detected but suffered no losses in ships, the Navy later announced. We lost six planes in the raid but bagged a total of 135 planes in the air and on the ground and smashed many installations.

By mid-March our planes from the new bases and from carriers were blasting at the last Jap Marshalls bases which had been left to "wither on the vine." Oroluk, 230 miles east of Truk, was bombed on 13 March and two days later our land-based planes



OLD SEA DOG learns new tricks: This four stacker of World War I, older than many of her crew, has been converted into an APD (auxiliary destroyer transport) for taking men swiftly to fighting fronts. Ship also carries small landing craft, which are lowered from davits.

were back over Truk itself. This time explosions and fires were left raging on Einewetok. Wotho, another Mar-ammunition and fuel dumps were hit.

On 20 March Army, Navy and Marine planes struck at seven Pacific targets stretching from Paramushiru to the Marshalls and Carolines. Earlier in the month we had mopped up on Eniwetok. Wotho, another Marshalls base, had been occupied without opposition.

Admiral Nimitz made a surprise appearance in Washington and conferred with Secretary Knox and President Roosevelt. He revealed that our submarines have taken such a toll of Jap shipping that the Japs were probably unable to supply Truk and were therefore forced to withdraw their fleet from that bastion. Two days later the Navy announced 16 more Jap ships downed by our subs.

In Italy, bitter fighting at the Anzio beachhead and at Cassino was deadlocked for a month. The Allies dug in and apparently were safely established at the beachhead. Cassino, a Nazi fortress and veritable minefield, resisted all attacks for weeks. Then, on 15 March, Lt. Gen Ira Eaker's planes launched an all-out assault which practically reduced the hill city to rubble. A total of 3,500 tons of bombs and 85,000 artillery projectiles blasted the city.

A pincer-offensive in Burma brought capture of Walawbum and occupation of the Hukwang Valley. On one arm, American troops fought side by side with American-trained Chinese forces, while British jungle fighters joined with Chinese in the other arm. The offensive resulted in the killing of 2,400 Japs and the trapping of 2,000 more. American airborne troops were being landed behind the Japanese positions at the end of the month.

In the Atlantic, the London Admiralty revealed, ship losses for the last half of 1943 were less than 1 in 1,000. In 1941 the figure was 1 in every 181. For the full year of 1943 losses were reduced to 1 in 344.

During the month, five British sloops operating on sub patrol accounted for the destruction of six U-boats in an action covering 20 days. The greatest convoy in war history arrived safely at England with vast stores and numbers of American men.

On 12 March England closed all travel to and from Eire after the Irish government refused to expel Axis spies, diplomats and industrialists.

Pope Pius XII pleaded with the belligerents to spare Rome and not transform it into a battlefield. The Allies replied that the fate of Rome, either as an open city or a defended fortress, depended upon the Nazi command.

CASUALTY FIGURES

Casualties among naval personnel through 20 March totaled 42,302. The totals since 7 December 1941:

	Dead	*Wounded*	*Missing**	*Prisoners**	*Total*
U. S. Navy.....	13,506	3,647	8,277	2,476	27,906
U. S. Marine Corps..	4,150	7,112	735	1,945	13,942
U. S. Coast Guard..	319	91	44	....	454
Total	17,975	10,850	9,056	4,421	42,302

* A number of personnel now carried in the missing status undoubtedly are prisoners of war not yet officially reported as such.

Navy News

• Establishment of the new Seventeenth Naval District, composed of Alaska and the Aleutian Islands, effective 15 April 1944, was announced in Alnav No. 61 issued 15 March 1944.

Headquarters of the new district will be at Kodiak, but the Alnav contained authority for establishment of temporary headquarters at Adak..

To create the new district, Alaska is removed from the Thirteenth Naval District.

• With an average of 11.7 ships being commissioned each day, the Navy is still expanding and will not reach its maximum strength until some time in 1945, under present plans. The present strength of the Navy is 2,510,000 officers and enlisted personnel, including the Women's Reserve. Increased numbers of enlisted personnel, in addition to many civilians, are being commissioned to man the new ships. Young, seagoing officers under 35 are particularly needed for amphibious operations, for cargo transports and destroyer escorts.

• Three new officer training schools, with a combined capacity of nearly 6,000 men, were opened by the Navy last month. They will be needed to accommodate graduates of the V-12 program, as well as increased numbers of enlisted men from the fleet who are being given officer training. The new schools are: U. S. Naval Reserve Midshipmen School, Cornell University, Ithaca, N. Y., with a capacity of 800 students; Naval Training School (Indoctrination), Camp Macdonough, Plattsburg, N. Y., with a class of 2,000, and U. S. Naval V-12 Pre-Midshipmen School, Asbury Park, N. J., with approximately 2,500 students.

• By surprising Jap planes and blasting them on the ground, air groups from Navy carriers are destroying enemy aircraft at the rate of more than 13 to 1 in the current Central Pacific offensive, Secretary of the Navy Knox revealed last month. Since last November more than 600 Japanese planes have been destroyed, while the Navy lost 45. About 40% of the enemy aircraft destroyed — 253 planes — were bombed or strafed before they had a chance to get into the air. Eighty-seven Jap planes were destroyed in the attack on Saipan in the Mariana Islands, even though the Japanese had more than a half day's warning of the impending strike.

• All women procured in the future from civilian life for commissions in the Women's Reserve will be commissioned for certain types of duty, in accordance with their civilian training and the needs of the naval service.



Official U. S. Navy photographs

NEW SEA DOG joins the fleet—the amphibious tank LVT(A)-1. Differing from earlier "water buffaloes" in its turret superstructure, the tank boasts a 37-mm. gun and two .50-cal. machine guns. The low silhouette of the new model makes it a difficult target to hit.

While it has always been the policy of the Navy to assign commissioned women to duties in which their civilian experience would be most valuable, candidates formerly were selected on a rather general basis. Women officers are being sought for supply, communications, air navigation, aerology, educational services, radar (technical), radar (administrative), medical and general duty. There are now more than 7,000 Women's Reserve officers, and it is anticipated that there will be more than 10,000 by the end of 1944. A sizeable proportion of the new officers during 1944 will be commissioned from the enlisted ranks. All officer candidates must successfully complete the course at the Naval Reserve Midshipmen's School (WR), Northampton, Mass.

• Vice Admiral John W. Greenslade, USN (Ret), has been assigned to the new post of Pacific Coast Coordinator of Naval Logistics, with headquarters in San Francisco. As coordinator, he will be the representative of the Secretary of the Navy and of the heads of all offices, bureaus and activities of the Navy Department to effect coordination of procurement, transportation, distribution, staging and overseas supply of material and personnel in the Eleventh, Twelfth and Thirteenth Naval Districts. Admiral Greenslade was retired 1 February, relinquishing his post as Commander, Western Sea Frontier, and Commandant, Twelfth Naval District.

• Nearly 800,000 letters from service men in the Pacific to the folks at home —the largest airmail load in history— were flown last month from Pearl Harbor to San Francisco by the *Mars*, the huge NATS flying boat. The mail weighed 23,846 pounds, and an additional 1,200 pounds of critical war material also was carried. The mail load was some 9,000 pounds heavier than any prior mail cargo ever carried by a plane.



Official U. S. Navy photographs

"LOST" BLIMP is saved in Navy's first blimp salvage operation of its kind. Forced down on a Caribbean isle by fuel exhaustion (Information Bulletin, Jan. 1944, page 28), the $350,000 K-68 was rescued piecemeal, re-erected at its home base, and now flies again. Here a sister ship cruises above, watching salvage crew at work.

• Twenty huge aerial freighters, similar to the 70-ton *Mars*, will be built for the Naval Air Transport Service. They will be even larger and more efficient than the *Mars*, which is now in service in the Pacific. The inside of the hulls will be stripped of shower baths, pressurizing equipment and bulkheads to increase the cargo-carrying capacity. While primarily designed for cargo, the planes will have built-in fittings which will permit instant conversion into a hospital ship, a passenger transport or a troop carrier. A plane will accommodate 84 litter cases with 25 attendants, or 50 passengers in reclining chairs, or 132 troops, all seated.

• Gen. Thomas Holcomb, who was retired 1 January after serving as commandant of the U. S. Marine Corps since 1936, has been nominated by the President and confirmed by the Senate as U. S. minister to the Union of South Africa. General Holcomb is the first marine to become a full general.

• A Marine torpedo squadron made the first airborne rocket attack against Rabaul last month, the planes being equipped for firing the missiles from mechanisms on both wings. The attackers dropped down from 12,000 feet and made a low broadside attack on a 450-foot cargo ship. Rockets and bombs were seen crashing home, while some rockets exploded in the water just a few feet short of the vessel.

• Navy and Marine Corps personnel blinded in the war will not be discharged until their social adjustment for vocational rehabilitation training has been completed. They will be cared for at centers to be established and operated by the Army Medical De-

'There's Nothing New Under the Sun'

The following letter, written in 1846 by Daniel Webster, then a member of the United States Senate, was recently discovered among the records of The Museum of the U. S. Naval Academy:

> "George Bancroft, Sec. Nav.
> Dear Sir;
>
> Mr. William E. Le Roy, a member of Mrs. Webster's family, is now serving as Lieut. or Acting Lieut. on board the *Potomac* in the Gulf of Mexico. He has applied to the Department, as I learn, to be detached from that ship & be permitted to come home. Mr. Le Roy is, as I believe, a very valuable officer, readily & cheerfully complying with all orders, & perhaps few or none of his age & rank have been more at sea. After a long cruise in the Pacific, he was married, on his return, I think about two years ago, & was soon ordered again on foreign service, & has been with his family but three months since his marriage . . .
>
> There are family reasons, which induce him to feel a strong desire to return to the U. States.
>
> The object of this letter is to bespeak your favorable consideration of his application; & if the good of the Service will allow it, Mrs. Webster & myself, as well as other friends, should be much gratified by the granting of his request.
>
> I am, with much regard, very truly yours
>
> Dan[l] Webster"

Letters of the same type are being received today.



Official U. S. Coast Guard photograph

STREAMS OF WATER from a fire boat mark second anniversary of Coast Guard protection of U. S. ports, through which have safely streamed men, munitions and supplies without a single major loss. At right, inspecting waterfront security measures in Washington, D. C., is Vice Admiral Russell R. Waesche, U.S.C.G. Commandant.

partment, although they still will be in the Navy, Marine Corps or Coast Guard. Use of these facilities was provided by an approved report prepared by Secretary of the Navy Knox, Secretary of War Stimson, Paul V. McNutt, chairman of the War Manpower Commission, and Brig. Gen. Frank T. Hines, administrator of Veterans' affairs. Thus far in the war three Navy and Marine Corps personnel have been totally blinded.

• Rear Admiral Alan G. Kirk, USN, has been named commander of the U. S. task force operating as part of the Combined Naval Force in England. Rear Admirals John L. Hall, USN, and John Wilkes, USN, will command units of Admiral Kirk's task force.

• Twenty-two Negroes will be commissioned as officers in the Naval Reserve to fill billets now available, the Navy Department announced last month. Twelve qualified enlisted men will be selected as line officers, with the rank of ensign, and 10 professionally qualified staff officers will be commissioned, probably from civilian life. The department also announced that two new vessels would be manned predominantly by Negro crews. A destroyer escort will have 160 Negroes and 44 white enlisted men until Negroes can qualify for all ratings and completely man the ship. A PC now under construction will have an initial crew of 52 Negroes and nine whites, but eventually will have an all-Negro crew.

• Because brass is needed for more essential war materials, the Navy is using plastic bugles, and has found they have two advantages: they are lighter in weight and extreme changes in temperature do not affect their tone.

Only 3 Bluejackets In Entire Navy

There are only three Bluejackets in the entire U. S. Navy. Furthermore, there are only 30 listed as Yeoman and 15 as Officer.

That is the word from the Field Branch of BuSandA in Cleveland, Ohio, after a study of the names in its pay and accounting files. It has found there are 21,476 Smiths, 15,045 Johnsons and 11,035 Joneses among the 2,474,502 officers and men in the Navy.

Of the 15 Officers, two actually are officers and the other 13 are enlisted men. There are 71 Tarrs, 14 Salts and 24 Sailors.

Home Front

Maj. Gen. Lewis Hershey, Selective Service director, announced last month that farmers in certain age groups would be called for draft reclassification. Civilian workers in government agencies also were being sifted.

Qualified students under draft age will replace some of the 110,000 students ordered to the colors from the Army's specialized training program. In taking qualifying tests in the high schools for the Army and Navy college programs, candidates will express preference for Army or Navy training. The 17-year-olds who pass the tests and express preference for the Navy will be assigned to V-12 training but will not be immediately inducted.

* * *

Army engineers dredging a deeper channel in the Delaware River at Philadelphia uncovered a "secret weapon" of the American Revolutionary Army. It was a sunken crib-trap for British warships. Heavy timbers with sharp steel tips were set into the sunken crib to impale hostile wooden ships which might attempt to navigate the river.

* * *

The Salvage Division of the War Production Board asked for a nationwide search of medicine cabinets for old toothpaste and shaving-cream tubes . . . . Although the alcohol production system was described as partially eased, there was no prospect for the distilling of beverage alcohol.

* * *

The Foreign Economic Administration revealed that the U. S. has sent 28,000 planes to our Allies and kept 122,000 for our own forces in three years of lend-lease. Of the lend-lease planes, 7,800 went to Russia, 4,000 to Allies in the Pacific and Far East, and 16,000 to all other combat and training centers abroad. Three-fourths of the planes sent to Allied nations have been of combat or trainer types; the remainder were transport planes.

* * *

21 May has been designated as "I Am an American Day" to honor all citizens who have attained their majority or been naturalized during the past year. The day will be devoted to assisting new citizens in understanding more fully their great privileges and responsibilities in our democracy.

* * *

Regular officers of the armed services may accept nominations to political posts under a policy agreed on last month by the War and Navy Departments. They may not, however, solicit the nominations or spend any time campaigning for nominations.

* * *

Secretary of the Treasury Morgenthau last month heralded success of the Fourth War Loan Drive in a special message to U. S. armed forces abroad.

In the Navy Department, sale of bonds topped the $30,000,000 mark in February for the fourth time since inauguration of the Navy war bond program in October 1941. The total for the month was $30,302,419, and this figure brought the grand total since establishment of the program to $466,170,089. Sales in February 1943 were $15,007,106.

THE WAR AT SEA

Official Reports: 21 February Through 20 March

United States Navy Communiques and Pertinent Excerpts of Other Reports

United States Navy communiques and press releases are separated by dashes from excerpts of other communiques.

All dates local time unless otherwise indicated.

21 FEBRUARY

U. S. Pacific Fleet Press Releases

Aircraft of the 7th AAF and Navy search planes continued to bomb enemy positions in the Marshalls and Carolines 18 February (West Longitude date). Docks and shipping were attacked at Kusaie and ground installations on four Marshall atolls were hit.

Ventura search planes of Fleet Air Wing 4 attacked Paramushiru and Shimushu in the Kuriles 19-20 February (West Longitude date). More than five tons of bombs were dropped. All our planes returned safely. Army fighters and bombers dropped 24 tons of bombs on Japanese-held Marshall atolls. Ships of the Pacific Fleet bombarded enemy-held positions in the Marshalls on 19 February.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—*Kavieng:* Maintaining a close blockade on the Bismarcks, our units inflicted heavy losses on enemy shipping outward bound from Rabaul. Nine ships were sunk, comprising six medium merchant vessels and three patrol ships. In addition, three medium cargo ships were severely damaged and probably sunk. This is the second convoy within a week to be practically annihilated in these waters. . . . *Wewak:* Our night air patrols sank a 6,000-ton vessel north of But . . . *Bougainville:* Light naval units attacked targets along the coast.

CHUNGKING, *14th USAAF*—Fighter-bombers destroyed a 2,700-ton Japanese vessel off Campha Port . . . A 950-ton Japanese cargo boat was attacked and badly damaged in Tonkin Gulf . . . A 1,200-ton freighter was sunk off Foochow.

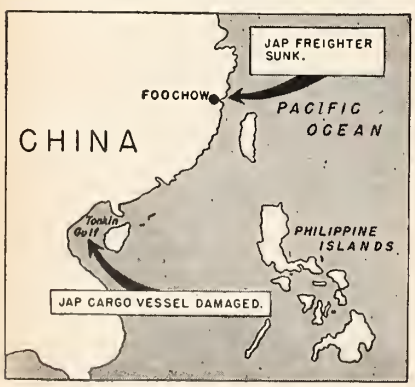
ALGIERS, *Navy*—British and American warships continue to support ground actions in the Formia and Anzio areas. The former scored hits on a factory behind the enemy's lines 18 February, and the latter inflicted heavy casualties the following day.

22 FEBRUARY

CAIRO, *Middle East Air*—Attacks on enemy shipping attempting to supply an occupied island in the Aegean Sea were continued yesterday. A schooner was left a blazing wreck off the coast of Greece and several other vessels were severely damaged.

ALLIED HEADQUARTERS IN THE SOUTHWEST PACIFIC—*New Britain:* Our light naval units destroyed or damaged four barges . . . *New Guinea:* Six enemy barges were destroyed along the coast . . . *Bougainville:* At Matchin Bay and Buka Passage our air patrols destroyed 21 barges. Two more were destroyed off Mutupina Point.

ALGIERS, *Navy*—A group of enemy E-boats attempting to approach Anzio during the night of 20 February were driven off by American patrol craft. One E-boat blew up after being hit and another was believed to have been driven ashore.



See communique of 21 February.

23 FEBRUARY

U. S. Pacific Fleet Communique

The conquest of Eniwetok Atoll was completed on the evening of 22 February (West Longitude date) with the capture of Parry Island. The enemy garrison which defended the atoll is estimated at 3,000.

A strong Pacific Fleet task force, including several hundred carrier-based aircraft, struck Saipan and Tinian Islands in the Marianas group on 22 February. Further details are not now available.

U. S. Pacific Fleet Press Release

Enemy-held positions in the Marshalls and Carolines were attacked by aircraft of the 7th AAF and Fleet Air Wing 2, during 21 and 22 February. Army Liberators dropped 30 tons of bombs on Ponape and bombed Kusaie twice on 21 February. Fires were started. On the same day, Army and Navy bombers and fighters struck ground installations, shipping and airfields on five Marshall atolls. On the next day enemy shipping was bombed and strafed in a Marshall harbor. On 21 February an atoll in the eastern Marshalls which is still occupied by the enemy was bombarded by the Pacific Fleet.

None of our planes was lost in the above operations.

CAIRO, *Middle East Air*—Aircraft made a most successful attack off Crete on a 5,000-ton merchant ship escorted by two destroyers, four Junkers 88s, six Messerschmitts and six Arados. An RAAF Baltimore squadron first spotted the convoy. The merchant ship had a heavy deck cargo. RAF and USAAF aircraft attacked when the convoy was seven miles off Candia. Mitchells engaged the enemy aircraft while Beaufighters concentrated on the ships with torpedoes and cannon shells. One torpedo holed the merchant ship amidships; another hit a destroyer. As our planes left, one destroyer was in flames and the three ships were smoking fiercely. Three enemy planes were shot down in the action.

24 FEBRUARY

U. S. Pacific Fleet Press Release

Carrier-based planes attacked an enemy-held Marshall atoll 20 February (West Longitude date). More than 30 tons of bombs were dropped on three islands of the atoll. Fires were started, a radio station was demolished, barracks and installations were hit and a power station bombed. Several of our planes were hit by antiaircraft but none was shot down.

LONDON, *Admiralty*—Determined efforts of groups of E-boats to attack a small convoy Wednesday were driven off by light forces of the Royal Navy. E-boat wreckage was later picked up by His Majesty's ships. No casualties or damage was suffered by His Majesty's ships or by the convoy.

ALLIED HEADQUARTERS IN THE SOUTHWEST PACIFIC—*New Guinea:* The enemy's barge traffic, one of his main channels of supply, is now thoroughly disrupted throughout the area. Upwards of 1,000 barges have been destroyed since the campaign started, 242 having been sunk during the last three weeks alone . . . *Madang Coast:* Our attack units bombed a barge base . . . *New Ireland:* We are tightening the blockade of the enemy's Bismarck bases and now dominate the Konbbanes to the north. Our blockading naval vessels sank a cargo vessel of 3,500 tons laden with troops, and another large cargo vessel with nine barges and a destroyer. Seventy-three survivors were rescued . . . *Rabaul:* More than 146 tons of bombs were dropped, scoring hits on eight vessels and numerous barges. Two of the vessels were left in flames . . . *Rai Coast:* Our light naval units shelled Singor . . . *Bougainville:* Our air and light naval units attacked enemy positions in Empress Augusta Bay.

25 FEBRUARY

U. S. Pacific Fleet Press Release

Our task force commanded by Rear Admiral Marc A. Mitscher, USN, was detected approaching Saipan and Tinian in the afternoon of 21 February (West Longitude date). Attacks on our ships were carried out continuously during the night and morning of 22 February by enemy land-based torpedo planes and bombers. Fourteen of the attacking planes were shot down by our antiaircraft fire and five more were shot down by our air patrols.

Two attacks were carried out in force against the principal targets and a smaller raid was made on Guam. A total of 29 enemy planes were shot down over the targets and an additional 87 were wrecked on the ground.

Few enemy ships were found. One cargo ship was sunk, another apparently damaged and beached and another set ablaze. Small craft and patrol boats were strafed and fired. Runways, seaplane aprons and other installations were heavily bombed.

Our losses were six planes. None of our ships was damaged.

On 23 February, Liberators of the 7th AAF bombed installations at Kusaie. On the same day Navy Liberators of Fleet Air Wing 2 sank one ship, damaged another and hit an ammunition dump and dock areas. Army bombers and fighters and Navy search planes also bombed four enemy-held atolls in the western Marshalls. All of our planes returned to base although several were damaged.

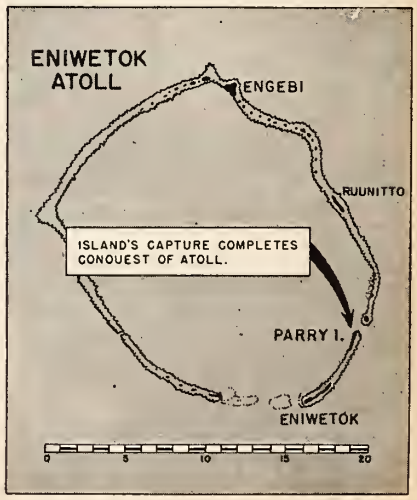
26 FEBRUARY

NAPLES, *Navy*—An attempted attack on the anchorage at Anzio by E-boats on the night of 23 February was frustrated by our patrol craft.

CAIRO, *Middle East Air*—Attacks against enemy supply ships in the Aegean Sea continue. At Scarpanto one vessel was attacked with cannon fire.

CHUNGKING, *14th USAAF*—On 24 February Lightnings sweeping down the Yangtse destroyed 15 sampans. One 75-foot double-deck ferry boat, five 75-foot tugs, pulling loaded barges; three 75-foot river steamers and five 50-foot motor launches were damaged. The following day a 60-foot camouflaged river boat was damaged. In another attack, two 50-foot motor launches were sunk and three river freighters damaged.

BERLIN, *Nazi broadcast*—"In the fight against enemy supply and communications, U-boats in the Atlantic, Mediterranean and Indian Oceans sank seven ships totaling 35,185 tons, 11 sailing vessels and two destroyers escorting the convoys. Three other ships were torpedoed."



See communique of 23 February.

27 FEBRUARY

U. S. Pacific Fleet Press Release

A study of reconnaissance photographs of Truk has revealed a greater total damage to shipping than was originally announced. The photographs disclose that 23 ships were sunk and 11 damaged. Earlier reports indicated 19 sunk, 7 probably sunk and none damaged.

On 25-26 February (West Longitude date) enemy bases in the Central Pacific were attacked by Army and Navy planes. On the 25th, Army bombers dropped 30 tons of bombs on Ponape, hitting docks, installations, a gasoline dump, the airdrome and a cargo ship. On the same day enemy-held atolls in the Marshalls were bombed and Kusaie and Nauru were attacked from the air. On the 26th, three enemy-held Marshall atolls were bombed.

LONDON, *Admiralty*—Light coastal forces this morning intercepted an enemy convoy of six ships southwest of Jersey (Channel Islands). Many hits were scored on the escorting trawlers. The cargo vessel burst into flames and a large explosion was seen. His Majesty's ships returned safely to harbor although one suffered casualties and superficial damage.

28 FEBRUARY

ALGIERS, *Navy*—On 27 February a cruiser of the U. S. Navy provided fire support against enemy artillery in the Anzio area. The same day, in the Adriatic, British destroyers bombarded Vela Luka.

TOKYO, *Japanese broadcast*—"On 22 February an enemy task force centered around more than 10 carriers appeared east of the Mariana Islands. Promptly detecting and intercepting the enemy fleet, our air units sank one carrier and three large warships and damaged another carrier. The enemy raided Tinian, Saipan and Guam and then fled eastward."

ALLIED HEADQUARTERS IN THE SOUTHWEST PACIFIC—*Kavieng:* Our Solomons naval units sank a large cargo vessel, destroyed a 1,000-ton cargo ship and two coastal vessels . . . *Madang Coast:* Our light naval units sank six barges . . . *Bougainville:* Our light naval units at night shelled targets along the coast.

29 FEBRUARY

Navy Department Communique No. 507

Pacific and Far East

U. S. submarines have reported the sinking of 14 enemy vessels in operations in these waters as follows:

One large tanker, one medium cargo transport, one small cargo vessel, 11 medium cargo vessels.

These actions have not been announced in any previous Navy Department communique.

U. S. Pacific Fleet Press Release

Aircraft of the 7th AAF and Fleet Air Wing 2 on 26-27 February bombed and machine-gunned Japanese positions in the Marshall and Caroline Islands. Thirty tons of bombs were dropped on Ponape 27 February. Navy planes strafed installations and a small ship at Kusaie 26 February. Nearly 50 tons of bombs were dropped on enemy-held positions in the Marshall Islands 27 February. Several of our planes were hit by antiaircraft fire but all returned to their bases.

1 MARCH

U. S. Pacific Fleet Press Release

Liberators of Fleet Air Wing 2 bombed and strafed Wake Island, 28 February (West Longitude date). The attack was made at extremely low altitude. Six planes on the ground were destroyed and airdrome installations damaged. A single Navy search plane bombed Nauru 28 February. On the same day planes of the 7th AAF and Fleet Air Wing 2 attacked three enemy-held bases in the Marshalls.

ALLIED HEADQUARTERS IN THE SOUTHWEST PACIFIC—*Admiralty Islands:* We have landed on the Admiralty Islands which stand at the northeast entrance to the Bismarck Sea, 1,300 miles from the Philippines. Covered by naval and air bombardment, our forces were put ashore by destroyers. The enemy's surprise was complete. Momote airfield is in our hands and resistance is being rapidly overcome. This marks a final stage in the great swing move pivoting on New Guinea. It relieves our supply line of the threat of



See communique of 23 February.

flank attack, tightens the blockade on the enemy's remaining bases, and traps an additional 50,000 enemy troops in New Britain and at Rabaul.

2 MARCH

U. S. Pacific Fleet Press Release

Aircraft of the 7th AAF continued to bomb enemy positions in the Marshall Islands 29 February (West Longitude date). Bombers dropped nearly 80 tons of bombs on four airfields and fighters hit a warehouse on one of the islands. Antiaircraft fire was negligible and none of our planes were damaged.

LONDON, *Admiralty*—His Majesty's submarines operating in Far Eastern waters have torpedoed a Japanese aircraft carrier of approximately 7,000 tons, which is believed to have sunk, and torpedoed a Japanese cruiser. The carrier, supported by five submarine chasers, was sighted in the northern approaches of Malacca Strait. A salvo of torpedoes was fired. No hits were observed. A depth-charge attack forced the submarine to take avoiding action.

Following a second attack, the carrier was seen to be hit and lying stopped. A further torpedo struck the enemy amidships and caused a violent explosion. The ship heeled over and is believed to have sunk.

The successful attack on the cruiser was carried out in the same area by another submarine. Counter measures by the enemy prevented observation of full results. In addition to these successes, a medium-sized supply ship has been torpedoed and sunk and a small supply ship destroyed by gunfire.

CHUNGKING, *14th USAAF*—Aircraft of the Chinese-American wing sank a 300-foot river boat and strafed two other vessels in a sweep along the Yangtze River 1 March.

ALLIED HEADQUARTERS IN THE SOUTHWEST PACIFIC, *Bougainville*—Our night air and naval patrols destroyed or damaged seven barges off the Puriata River.

3 MARCH

U. S. Pacific Fleet Press Release

A small force of Fleet Air Wing 4 bombers attacked Paramushiru and Shimushu in the Kurile Islands 2 March (West Longitude date). Five tons of bombs were dropped. There was no interception and no damage to our planes from sporadic antiaircraft fire.

Bombers, divebombers and fighters of the 7th AAF and bombers of Fleet Air Wing 2 attacked three enemy-held bases in the Marshall Islands 1 March. A total of 28 tons of bombs was dropped. On the same day Navy planes attacked Ponape with bombs and machine-gun fire. Our planes returned safely from these operations.

TOKYO, *Japanese broadcast*—"The Japanese fleet units, together with units of the army and naval air force, sank 11 enemy submarines in waters around Japan and other zones of operation during January."

ALLIED HEADQUARTERS IN THE SOUTHWEST PACIFIC, *Timor*—Two small coastal vessels were sunk and seven more damaged by our planes . . . *New Ireland:* Our fighters sank a troop-laden barge in Nabuto Bay and destroyed or damaged three other barges and three small craft. Naval units shalled shore batteries . . . *New Guinea:* Our night air patrols left a 7,000-ton vessel sinking . . . *Bougainville:* Three small craft and numerous barges were destroyed or damaged in strafing attacks along the Augusta Bay coast.

4 MARCH

U. S. Pacific Fleet Press Release

Army Liberators of the 7th AAF on 2 March (West Longitude date) dropped approximately eight tons of bombs on runways and buildings at Ponape and attacked shipping and dock areas at Kusaie. Army and Navy bombers on the same date attacked enemy-held positions in the eastern Marshalls with 17 tons of bombs, hitting air fields and starting fires.

Although some antiaircraft fire was encountered, all our planes returned safely.

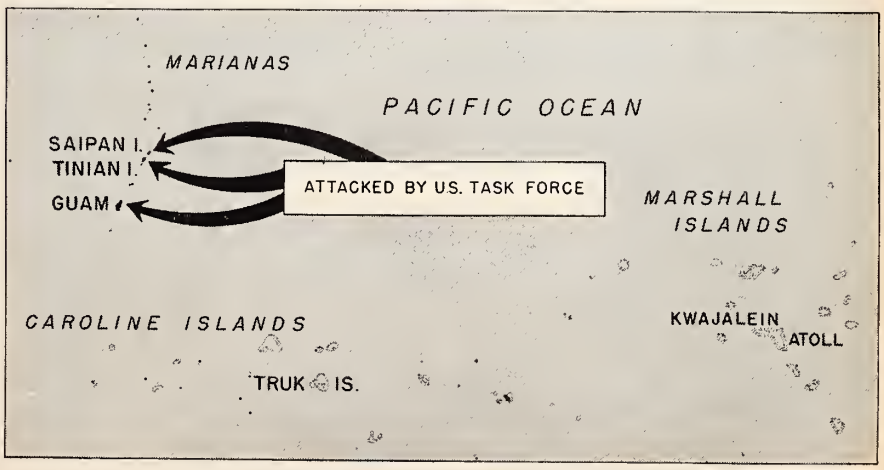
5 MARCH

U. S. Pacific Fleet Press Release

Army and Navy bombers attacked Ponape and Kusaie 3 March (West Longitude date). Harbor and ground installations at Ponape were hit by 23 tons of bombs. Warehouses at Kusaie were set afire. Approximatcly 24 tons of bombs were dropped on enemy-held positions in the Marshalls on the same date. Several of our planes suffered minor damage from antiaircraft fire but all returned safely.

CHUNGKING, *14th USAAF* — Fighter-bombers damaged and probably sank a 1,100-ton cargo vessel off Hongay in Indo-China.

MOSCOW, *Russian broadcast*—In the Barents Sea our patrols discovered an



See communiques of 23 and 25 February.

enemy convoy. Torpedo and attack planes sank a German transport of 8,000-ton displacement, another of 6,000-tons and a 700-ton minesweeper. Also, a 7,000-ton transport was damaged.

6 MARCH

U. S. Pacific Fleet Press Release

Fleet Air Wing 2 and 7th Army planes attacked three enemy-held positions in the Marshall Islands on 4 March (West Longitude date). Approximately 35 tons of bombs were dropped and ground installations were strafed. Antiaircraft fire was encountered but all our planes returned safely.

LONDON, *Admiralty*—During an offensive sweep off the Netherlands coast last night, light coastal forces of the Royal Navy scored three hits on an armed trawler of an enemy patrol. The trawler blew up. All our ships returned safely to harbor without damage or casualties.

MOSCOW, *Russian broadcast*—In the Barents Sea a German submarine was sunk by our ships . . . In the Gulf of Finland a 1,500-ton supply ship and an enemy coast guard launch were sunk.

ALLIED HEADQUARTERS IN THE SOUTHWEST PACIFIC, *Admiralty Islands*—Our naval forces continued to shell enemy installations in the rear as we landed additional supplies and reinforcements . . . *New Britain:* A fighter patrol destroyed or damaged 14 barges and harbor craft.

7 MARCH

U. S. Pacific Fleet Press Release

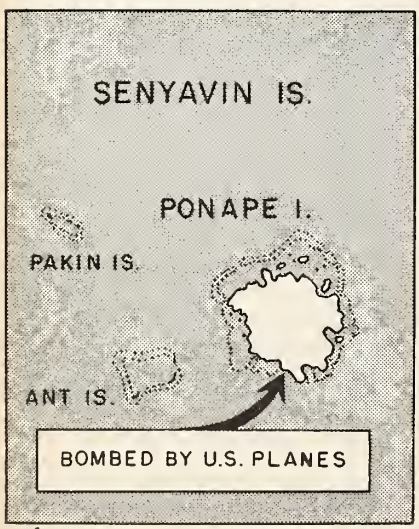
Seven enemy-held positions in the Central Pacific were attacked by 7th AAF and Fleet Air Wing 2 planes on 5 March (West Longitude date). Army bombers dropped approximately 30 tons of bombs on Ponape and Kusaie, damaging ground and harbor installations. Heavy explosions were seen near the airfield at Ponape. Navy search planes also bombed Nauru.

Approximately 35 tons of bombs were dropped on four atolls in the Marshalls. Moderate antiaircraft fire was encountered. Two fighters failed to return.

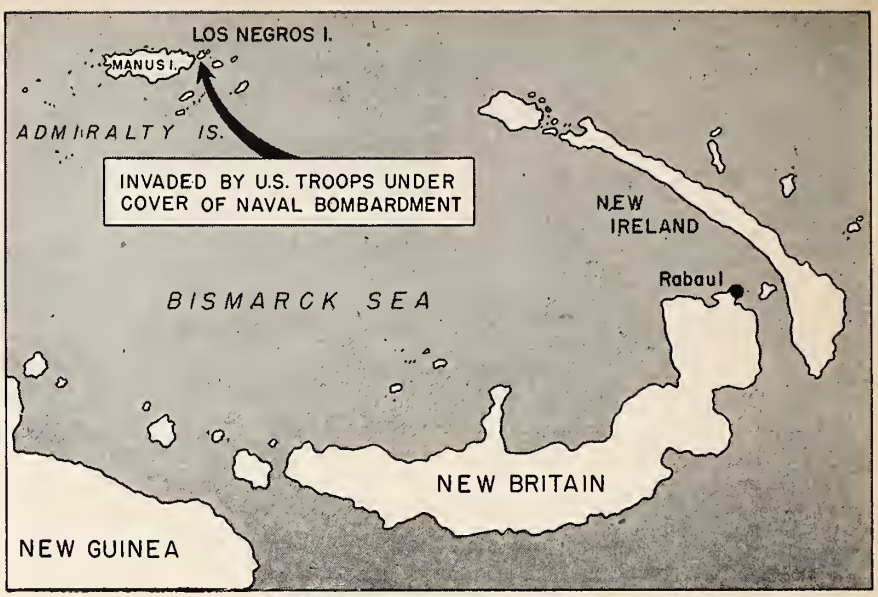
LONDON, *Admiralty*—During an offensive sweep off the Netherlands coast this morning, light forces of the Royal Navy attacked a coastal vessel and eight or nine R-boats and four armed trawlers. Hits were observed on the coastal vessel, a trawler and an R-boat. All three burst into flames. Later, two small supply boats were attacked and His Majesty's ships scored a torpedo hit on one. It caught fire and blew up.

The Admiralty regrets to announce the cruiser *Penelope* has been lost.

BERLIN, *Nazi broadcast*—"U-boats in hard fighting actions against enemy convoys and protected single ships sank 12 ships totaling 71,000 tons in the Atlantic and Indian oceans."



See communiques of 27 February—20 March.



See communique of 1 March.

8 MARCH

U. S. Pacific Fleet Press Release

Navy search Venturas of Fleet Air Wing 4 on the evening of 5-6 March (West Longitude date) bombed Paramushiru. Heavy antiaircraft fire was encountered in some areas. All our planes returned.

Army and Navy fighters and bombers on 6 March (West Longitude date) dropped 31 tons of bombs on enemy-held positions in the eastern Marshalls. Airfields were hit and fires started. All our planes returned.

ALLIED HEADQUARTERS IN THE SOUTHWEST PACIFIC—*Admiralty Islands:* The Island of Los Negros is now under our control and the airstrip ready to receive planes. Our naval units, bombarding from close range, destroyed coastal defenses . . . *Rebaul:* Two small vessels were forced to the beach and six barges destroyed or damaged . . . *Feni Islands*: Our light naval units destroyed four barges.

9 MARCH

Navy Department Communique

No. 508

Pacific and Far East

U. S. submarines have reported sinking 16 vessels in operations against the enemy in these waters as follows:

One small cargo vessel, nine medium cargo vessels, two medium transports, two medium cargo transports, one large tanker, one large cargo transport.

These actions have not been announced in any previous Navy Department communique.

U. S. Pacific Fleet Press Release

On 8 March 1944 (West Longitude date) enemy planes raided our positions on Eniwetok Atoll, causing small damage.

Army and Navy fighters and bombers on 7 March dropped 37 tons of bombs on five enemy positions in the Marshalls. Shore facilities, a coastal vessel and five barges were bombed and strafed. One of our planes crashed in the target area and several were damaged. A Navy search plane shot down a medium Japanese bomber between Eniwetok and Truk.

BERLIN, *Nazi broadcast*—"German torpedo planes last night attacked an enemy convoy off the Algerian coast. Five transports totaling 52,000 tons were heavily damaged . . . In the Aegean Sea, German patrol boats warded off an attack by three British motor-torpedo boats and damaged one so heavily its loss can be assumed."

ALLIED HEADQUARTERS IN THE SOUTHWEST PACIFIC—*Admiralty Islands:* Our naval and heavy air units continue support of ground forces extending the occupation of Los Negros Island . . . *Hansa Bay:* Our light naval units at night sank two coastal vessels and strafed shore installations.

10 MARCH

U. S. Pacific Fleet Press Release

Bombers of the 7th AAF attacked Ponape and Kusaie in the Carolines 8 March (West Longitude date). Airdrome, ground and dock facilities were hit. On the same day four enemy-held bases in the eastern Marshalls were attacked by Army and Marine aircraft. There was no fighter interception and antiaircraft damage was slight.

LONDON, *Admiralty*—Light coastal forces of the Royal Navy torpedoed and sank a large auxiliary vessel, damaged a medium tanker and set an escort vessel afire off the Dutch coast this morning. The enemy convoy was intercepted and attacked at close range. A number of survivors were picked up and made prisoners of war. All of His Majesty's ships returned safely to harbor.

ALLIED HEADQUARTERS IN THE SOUTHWEST PACIFIC—*Rabaul:* A small cargo ship was sunk off Malaguna and small craft were attacked in the area . . . *Hansa Bay:* Our light naval units sank a coastal vessel . . . *Bougainville:* Our naval units bombarded enemy shore positions.

11 MARCH

U. S. Pacific Fleet Press Release

Army Liberators bombed Ponape and Kusaie 9 March (West Longitude date). Ground installations and waterfront facilities were hit. Army, Marine and Navy planes attacked two enemy bases in the eastern Marshalls. No fighter interception was encountered. All our planes returned to base.

NAPLES, *Navy*—British destroyers shelled towns on Korcula Island reported occupied by a large number of Germans. British light naval forces left a coastal vessel burning in the Neretva Channel.

CHUNGKING, *Lt. Gen. Joseph Stillwell's Headquarters*—Fighter-bombers of the 14th AAF strafed a 1,700-ton freighter near Campha Port . . . Another 1,700-ton freight was strafed and hit off Hongay.

LONDON, *Admiralty*—During recent British submarine patrols on supply lines between Norway and Germany, a cargo ship of large size and three of medium size were sunk . . . Off Namson, hits by torpedoes were obtained on five enemy vessels proceeding in convoy with armed trawlers, minesweepers and aircraft.

LONDON, *Norwegian communique*—His Norwegian Majesty's submarine *Ula* re-

cently sank two enemy supply ships of 3,500 tons and 2,000 tons and a small escort vessel. Torpedo hits also were obtained on a 6,000-ton tanker and two supply ships of 3,500 tons and 3,000 tons. A counter attack on the *Ula* made it impossible to observe full results.

12 MARCH

U. S. Pacific Fleet Press Release

A small amphibious unit of the Pacific Fleet, including a detachment of the 22d Marine Regiment, has occupied Wotho Atoll in the Marshalls without resistance. The occupation force was received by the native population with ceremony, including gifts of food.

Three enemy bases in the eastern Marshalls were attacked on 10 March (West Longitude date) by Marine and Army bombers and fighters. On the same day planes of Fleet Air Wing 2 attacked another eastern Marshall base. There was no fighter interception and only moderate antiaircraft resistance.

ALGIERS, *Navy*—British destroyers shelled enemy troops on the Island of Korcula in the Adriatic on 9 March . . . During the past week Allied minesweepers have given valuable assistance off the west coast of Italy in their clearance of mine fields.

13 MARCH

U. S. Pacific Fleet Press Release

Army and Navy bombers attacked Wake Island on the afternoon of 11 March (West Longitude date). Approximately 50 tons of bombs were dropped. A small force of Army bombers attacked Nauru on 11 March and Army and Navy planes bombed three enemy bases in the eastern Marshalls. No fighter interception was encountered and all our planes returned to base.

ALLIED HEADQUARTERS IN THE SOUTHWEST PACIFIC—*Rabaul:* Air patrols sank three small craft and damaged many others . . . *Cape Hoskins:* At Garove Island light naval units destroyed an armored patrol boat . . . *Gasmata:* Air patrols destroyed or damaged eight barges . . . *Hollandia:* A small cargo vessel and two barges were damaged . . . *Feni Islands:* Light naval units destroyed an enemy barge . . . *Bougainville:* Light naval units and air patrols attacked coastal targets.

14 MARCH

Navy Department Communique No. 509

The U. S. submarine *Corvina* is overdue from patrol and must be presumed to be lost.

The next of kin of personnel in the *Corvina* have been so informed.

U. S. Pacific Fleet Press Release

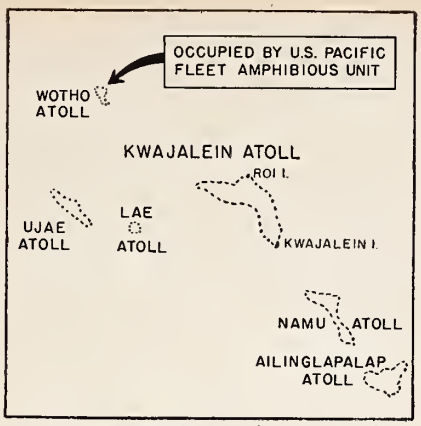
Army bombers hit Kusaie on 12 March (West Longitude date), starting several fires. On the same day Army and Marine bombers attacked four enemy bases in the eastern Marshalls. A radio station, ammunition dump and other installations were blown up. Navy planes bombed two other enemy bases. All our planes returned to base.

ALLIED HEADQUARTERS IN THE SOUTHWEST PACIFIC—*Admiralty Islands:* Our light naval units sank three barges, and naval bombardment supported landings on Hauwei and Butjo Luo Islands . . . *Rabaul:* At least six barges were destroyed . . . *New Britain:* Off Warangoi light naval units and air patrols sank three barges and two coastal vessels . . . *Bougainville:* An enemy float plane ineffectively attacked our positions.

15 MARCH

U. S. Pacific Fleet Press Release

Our air forces attacked seven enemy-held bases in the Central Pacific 13 March (West Longitude date). Army and Navy bombers hit mining and airdrome facilities at Ponape. Kusaie was bombed on the same day. Shore facilities and a beached ship at Oroluk Atoll were attacked by Navy search planes. Army, Navy and Marine planes struck four bases in the eastern Marshalls. A Navy plane shot down an enemy bomber 250 miles north of Truk. We lost no planes in any of these operations.



See communique of 12 March.

NAPLES, *Navy*—Naval forces continue to harass enemy shipping off the eastern shore of the Adriatic. On 13 March an enemy schooner was sunk among the islands north of Sebeneco.

LONDON, *Admiralty*—Attempting to pass through the Strait of Dover, an enemy convoy strongly escorted by R-boats was intercepted by Royal Navy light coastal forces. A supply ship was sunk, two R-boats and another supply ship damaged. Later, His Majesty's ships encountered another group of R-boats and hit one repeatedly. All our ships returned to harbor.

ALLIED HEADQUARTERS IN THE SOUTHWEST PACIFIC—*New Ireland:* Our light naval units shot down a float plane east of Cape St. George . . . *New Britain:* Three harbor craft were set afire by our patrol planes . . . *Jacquinot Bay:* An enemy float plane was shot down by our light naval units . . . *Hollandia:* Our night patrols destroyed three 1,000-ton vessels . . . *Nightingale Bay:* Our fighters and naval patrols destroyed five barges . . . *Choiseul:* Naval units and air patrols attacked enemy small craft off Mille Island.

16 MARCH

U. S. Pacific Fleet Press Release

Army bombers struck Truk before dawn of 15 March (West Longitude date). Airdrome installations, fuel dumps and ammunition storage areas on Eten and Dublon Islands were bombed with explosions and fires resulting. Heavy antiaircraft fire was encountered but only one of our planes was hit and all returned to base.

On the same day Army planes attacked Ponape and Oroluk without damage to our planes. Army and Marine aircraft struck two enemy bases in the eastern Marshalls 14 March. Fires were started and shore installations destroyed. A Navy search plane bombed Pinelap Atoll. All our planes returned.

LONDON, *Admiralty*—On patrol in the Strait of Dover last night, coastal forces of the Royal Navy engaged an enemy force of superior numbers consisting of six heavily armed trawlers and six R-boats. During the fierce action which followed one of our motor torpedo boats came under heavy fire and must be considered lost. Another of His Majesty's ships operating at almost point-blank range obtained repeated hits on an R-boat which exploded and sank. One of the trawlers was severely damaged and left smoking. The remainder of His Majesty's ships returned safely.

17 MARCH

U. S. Pacific Fleet Press Release

Army, Navy and Marine bombers attacked three enemy-held bases in the eastern Marshalls 15 March (West Longitude date). An ammunition dump was blown up, shore installations, facilities and small craft were hit. Navy search planes bombed Lingelap and Oroluk Atolls. All our planes returned safely.

LONDON, *Admiralty*—The Board of Admiralty regrets to announce that the destroyer HMS *Mahratta* has been lost.

ALLIED HEADQUARTERS IN THE SOUTHWEST PACIFIC—*Admiralty Islands:* We have landed on Manus Island. Covered by artillery fire and naval and air bombardment, our forces landed with minor losses. Our light naval units at night destroyed an enemy barge and captured another intact . . . *Open Bay:* Our air patrols sank two barges . . . *Wewak:* Our night patrols destroyed or damaged 23 barges, bringing the day's total in the area to 41 . . . *Madang Coast:* Naval patrols attacked shore targets.

18 MARCH

Navy Department Communique No. 510

The submarines USS *Capelin* and USS *Sculpin* are overdue from patrol and must be presumed to be lost.

The next of kin of personnel in the *Capelin* and the *Sculpin* have been so notified.

U. S. Pacific Fleet Press Release

Search planes of Fleet Air Wing 4 bombed Paramushiru and Shimushu in the Kuriles 16 March and again 17 March (West Longitude date). No fighter interception was encountered and antiaircraft fire was light. On 16 March an Army bomber struck Matsuwa Island in the Kuriles without opposition. Liberators bombed Shimushu on 17 March.

Four enemy bases in the eastern Marshalls were bombed by Army, Navy and Marine planes on 16 March. A large explosion was caused on one of the islands. On the same day planes of Fleet Air Wing 2 bombed Kusaie and Oroluk in the arolines. We lost no planes in these operations.

ALLIED HEADQUARTERS IN THE SOUTHWEST PACIFIC, *Java*—Our heavy bombers raided the enemy naval base at Sourabaya and Den Pasar airdrome on Bali during the night . . . *Admiralty Islands:* Our forces with supporting fire from destroyers have taken Lorengau airdrome and are advancing on the town . . . *New Ireland:* Six barges were destroyed or severely damaged . . . *Rabaul:* Fighters on a midday sweep wrecked four barges.

19 MARCH

U. S. Pacific Fleet Press Release

Paramushiru Island in the Kuriles was bombed by planes of Fleet Air Wing 4 on 18 March (West Longitude date). Several fires were started. Light antiaircraft fire was encountered. None of our planes was damaged. Bombers of the 7th AAF struck Ponape and Kusaie on 17 March. Three enemy bases in the eastern Marshalls were bombed by Army, Navy and Marine aircraft. A dive bomber was lost in these operations.

LONDON, *Admiralty*—During operations which extended over 20 days in the North Atlantic recently, His Majesty's sloops of the 2d Escort Group under Command of Capt. F. J. Walker in the *Starling* destroyed a total of six U-boats. Toward the end of these operations the sloop *Woodpecker* was torpedoed and damaged so that she eventually foundered. Her entire ship's company was safely transferred.

20 MARCH

Navy Department Communique No. 511

The USS *Leopold* (DE 319), manned by Coast Guard officers and men, was sunk on 10 March as the result of an underwater explosion while on escort duty in the Atlantic.

The next of kin of all casualties have been notified.

U. S. Pacific Fleet Press Release

Mille in the eastern Marshalls was heavily shelled by battleships and bombed by carrier-based aircraft on 18 March (West Longitude date). On the same day Army bombers started fires and sank a cargo transport at Ponape. Five enemy-held Marshall atolls were bombed 18 March by planes of Fleet Air Wing 2, the 7th AAF and Marine Corps aircraft. Gun emplacements, barracks and magazines were hit.

ALLIED HEADQUARTERS IN THE SOUTHWEST PACIFIC, *Java*—Our heavy bombers again raided the enemy naval base at Sourabaya. Large explosions were observed . . . *Ubili:* Three barges were sunk and two damaged . . . *Madang Coast:* Two barges were destroyed and shore installations hit . . . *Bougainville:* Our naval units shelled shore installations and wrecked two barges.

Letters to the Editor

(*Continued from Page 36*)

not include personnel of the medical branch.—ED.

MEN OVER 38 RETAINED

TO THE EDITOR:

Here are three questions that several old timers here are asking one another: (1) Are Navy men over 38 years of age being discharged from the Navy, as some are from the Army? (2) Is there any provision for men with over 25 years of service in the Fleet Reserve to be released to their jobs in aircraft plants or civil service where they were working when called back to active duty? (3) Is any preference as to combat duty accorded men who have retired after 20 or 30 years' service? In this connection, how old does an enlisted man have to be before he is left for shore duty only? I am speaking of retired men with 25 to 30 years who now are on active duty at shore stations. Are they to be exchanged in this ship-to-shore duty change with the younger men?—C.O.H., ACMM.

• *(1) It is not the policy of the Navy Department to discharge or release to inactive duty enlisted personnel solely because of the fact that they are over 38 years of age. (2) No. Due to existing conditions, personnel are not released in order to return to civil pursuits, regardless of their length of service, except in extremely urgent cases and then such action is taken only when the exigencies of the service permit. (3) Assignment of retired men who are recalled to active duty is a matter under the cognizance of commandants of naval districts and river commands. If BuPers, however, has classified a retired man as physically qualified for mobilization ashore only, he cannot, of course, be given sea duty. But if he has been classified as physically qualified for all the duties of his rating, the commandant will transfer him to general detail, thereby making him available for sea duty, if his services are so required.*—ED.

NAVY AND MARINE RATES

TO THE EDITOR:

In the January 1944 INFORMATION BULLETIN, page 18, you show the comparative rates of enlisted personnel of the Navy and Marine Corps. Would you quote your authority for this?

In accordance with Article 1-27(b) of the Landing Force Manual, U. S. Navy, a corporal is equivalent to a petty officer, third class, not to a seaman, first class; a sergeant is equivalent to a petty officer, second class, not to a petty officer, third class; a platoon sergeant is equivalent to a petty officer, first class, not to a petty officer, second class.—J.F.Z., 1st Sgt., USMC.

• *The* BULLETIN'S *chart of comparative rates is based on the Secretary of the Navy's assignment of Navy and Marine Corps ratings to the seven pay grades set up for enlisted men of all the armed services by Act of Congress, 16 June 1942, as published in the BuPers and Marine Corps manuals. The Landing Force Manual's table of corresponding Navy and Marine Corps ratings applies specifically to landing-force organization. As stated in the article which you cite: "Throughout this text the ratings and ranks of various members of the units discussed are given only as a guide and are not mandatory. They serve to show the relative importance [in landing-force organization] of the various offices."*—ED.

CREDIT WHERE DUE

TO THE EDITOR:

I was pleased to see the cartoon "One at a time, Schmaltz" on page 68 of the February issue of the INFORMATION BULLETIN, but was disappointed by your failure to credit its source—the January issue of *Polaris*, monthly magazine of the U. S. Merchant Marine Cadet Corps, published at the U. S. Merchant Marine Academy, Kings Point, N. Y.—H.V.N., Comdr., USNR.

• *It is regretted that the customary credit line was inadvertently omitted. The* BULLETIN *subscribes to the policy of giving credit where due.*—ED.

FLEET RESERVE REQUIREMENTS

TO THE EDITOR:

I enlisted in the regular Navy 2 April 1917. I changed over to duration of war status in August 1919 and extended for four years. I was paid off 8 August 1923. I reenlisted in the Naval Reserve in March 1942. I understand that both my service in the regular Navy and Naval Reserve count on 16 to 20 years' service required to transfer to the Fleet Reserve. Am I correctly informed? Can transfer be made from the active Naval Reserve to the Fleet Reserve?—C.E.C., CCS.

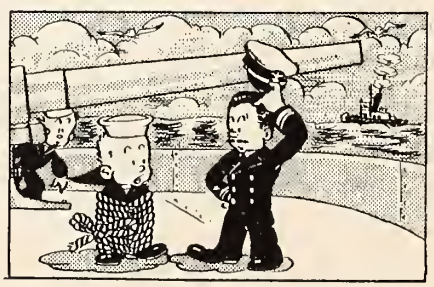
• *Answer to Question 1: all service in the regular Navy and active duty in the Naval Reserve is counted for the purpose of transfer to the Fleet Reserve (Art. H-9407, BuPers Manual). Answer to Question 2: no, because one of the requirements for transfer to the Fleet Reserve is that the individual be serving in the regular Navy (Arts. H-9405 and H-9408, BuPers Manual).*

STRAIGHT HISTORY

TO THE EDITOR:

On the back cover of the December 1943 issue of the INFORMATION BULLETIN there is a 1944 naval calendar. You have 6 July with a ring around it and state that on this date the Spanish fleet was sunk at Santiago in the Spanish-American War. If you will check, I think you will find that the Battle of Santiago was fought on Sunday, July 3, 1898, instead of on the 6th.—T.H.B., Lt. Comdr., USNR.

• *You are correct.*—ED.



Pointer (AGC, Brooklyn)

"All I know is that I was tying some new sort of knot when my finger slipped."

WAVE MAY MARRY OFFICER

TO THE EDITOR:

Is there any written statement saying that an enlisted Wave cannot marry a commissioned officer stationed on the same base or shore station?—A.E.W., Y3c.

• *The only marriage restrictions for members of the Women's Reserve are stated in BuPers Ltr. Pers-606-LB P7 of 26 August 1943 which prohibits women from marrying during recruit training or indoctrination and permits them to marry during specialist or advanced training provided they have the permission of BuPers. There is no rule prohibiting any enlisted woman from marrying a commissioned officer on duty at the same station.*—ED.

JOB APPLICATIONS

TO THE EDITOR:

In your article, "Your Rights and Benefits as a Veteran," in the February issue, it was explained quite fully as to the "when, as and if" possibilities, but one thing is not clear to many of us. Would it be fitting and proper to submit your requests for government employment at this time, that is, prior to discharge or demobilization? If not, when?—P.S.M., Y1c.

• *Under the heading, "A Government Job," the article gave the following instructions: "If you apply for a government job, file Civil Service Commission Preference Form 14, and proof of honorable discharge." Since you are not likely to have such proof until you are actually discharged, an application would not be practicable before that time. Application may be made at any time after your discharge; those who wish to* return *to a government job they formerly held must make application for reemployment within 40 days after discharge.*—ED.

GOOD CONDUCT REQUIREMENTS

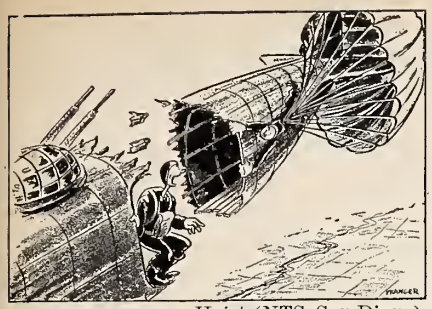
TO THE EDITOR:

Is a regular Navy man allowed to wear the Good Conduct Ribbon after a three-year period?—E.L.M., CY, USNR.

• *Yes, provided he is serving in a six-year enlistment and meets the requirements: (1) no offenses; (2) 4.0 in conduct; (3) 3.5 in proficiency rating and (4) recommendation of commanding officer. A man serving a four-year enlistment must meet the same requirements but is not entitled to wear the award until after his enlistment has expired.*—ED.

TO THE EDITOR:

In 1926-27, I served 10 months and 12 days in the regular Navy and then left the service because of illness in the family. I had no further connection with the Navy until I volunteered ning 21 August 1941. Does this previous service and the period in be-



Hoist (NTS, San Diego)

"Some day you're going to change your mind once too often, Hogan!"

tween entitle me to wear the Naval Reserve bar for 10 years? Considering the fact I am getting paid for three years and five months' service, my present record showing 4.0, am I entitled to the Good Conduct Medal?—C.E.G., S1c.

• *No, in both cases. You fail to qualify for the Naval Reserve Medal because you lack 10 years' active duty. To get the Good Conduct Medal, reservists must have three years' continuous active service since 8 September 1939, and must comply with other requirements listed in the answer to the letter above.*—ED.

TO THE EDITOR:

Article A-1036, BuPers Manual, says, "Men with clear records (no offense or qualifying remarks entered in service record), and with a final average of 3.5 in proficiency in rating, are eligible to receive good conduct awards. . . ."

"A" claims he will be eligible to receive such a reward after three years of active service in the Naval Reserve, since he has no offenses in his record and has received 4.0 in conduct throughout the three-year period, except one mark of 3.8 in conduct. "B" claims he will not be eligible because the one mark, 3.8 in conduct, is a "qualifying remark." Who is correct?—W.F.H., Y1c.

• *No matter why it was given, a 3.8 mark in conduct is disqualifying.*—ED.

PRECEDENCE BELOW ENSIGN

TO THE EDITOR:

The question of precedence has come up. Is this correct: chief petty officer, warrant officer, aviation cadet, midshipman and chief warrant officer?—M.Y.C., AS.

• *No. The aviation cadet is now rated as an enlisted man [BuPers Manual, H-10201 (1)] and would go to the bottom, in this case the beginning, of your list of precedence. Otherwise your list is correct.*—ED.

NO SALUTING IN CHURCH

TO THE EDITOR:

With reference to salutes and the national anthem, an argument has come up that is not covered by your article on "Salutes" in the January INFORMATION BULLETIN. In church yesterday at the close of the service, the organist played the "Star Spangled Banner," and the flag was displayed. The congregation sang our anthem and I stood in a position of attention and sang along with them. The fellows in my office say that I was incorrect in singing and should have saluted the ensign since I was covered. If I am not permitted to sing the national anthem while at church, under what circumstances would singing it be permitted?—E.V.W., SK3c, USNR (WR).

• *You were correct. Women's Reserve Circular Letter 2-43 states: "In general, saluting by women reservists is governed by the same regulations and customs applicable to saluting by Navy men. Indoors, however, under conditions where men are customarily uncovered (in theatre, church, at mess, etc.) Women Reserves will not salute even though covered. In such instances it is presumed that the hat is not being worn as a badge of office, but in conformance to civilian rather than military custom. When the national anthem is played indoors, women reservists stand at attention but do not salute. It is permissible to join in singing the anthem while standing at attention."* —ED.

CAN'T TRANSFER TO USCG

TO THE EDITOR:

I am at present in my boot training. I have always been interested in the Coast Guard. Is it possible for me to transfer into the Coast Guard from the stewards' branch where I am? If so, what steps will I have to take?—T.T., StM3c.

• *There is no provision of law whereby transfer from the regular Navy or Naval Reserve to other branches of the armed forces may be effected. Discharges are not authorized for the purpose of enlistment in other branches of the armed forces, as such a procedure would be an additional expense to the government and would necessarily retard the war effort.*—ED.

SHELL VS. SOUND

TO THE EDITOR:

I believe your statement that sound travels faster than a shell (INFORMATION BULLETIN, December 1943, page 43) is incorrect. A shell at all times has a greater velocity.—K.C.V., Ens., USCG.

• *You are correct, in general. There are, however, certain exceptions.*—ED.

JOBS FOR VETERANS

TO THE EDITOR:

I resigned from a public high school teaching position in Texas in January of 1942 to enlist in the Coast Guard. Is that position guaranteed to me; should I apply for it within 40 days of my discharge? No promises were asked or made by either party, but I am wondering whether the law governing private employers in this regard applies to public city schools.—C.C., CBM.

• *Section 8B, Subdivision C, Selective Service Act, covering such cases as yours, reads: "(C) If such position was in the employ of any state or political subdivision thereof, it is hereby declared to be the sense of the Congress that such a person should be restored to such position or to a position of like seniority, status and pay." By amendment dated 18 August 1941, Congress made the job-protection provisions of the act applicable to volunteers as well as inductees. In your case, it is merely the wish of Congress that you be restored to your former position; it is not a legal mandate, however, since you were employed by a political subdivision.*—ED.

MATH FOR V-7

TO THE EDITOR:

Will you please advise whether trigonometry is required, or if two courses in mathematics (each one semester) exclusive of "trig" are acceptable under regulations regarding eligibility of enlisted men for V-7?—G.T.I., Y2c, USNR.

• *Two one-semester mathematics courses, exclusive of trigonometry, are acceptable. However, trigonometry is desirable.*—ED.

SUPERVISION OF TESTS

TO THE EDITOR:

Is it necessary for an enlisted man to complete his progress tests under supervision of an officer? Some ships and stations permit a man to take a course and complete it in his spare time, while others require that the assignments be completed under direct supervision of an officer. Are there any written instructions as to which of the foregoing practices are correct?—R.E.H., Y1c. USNR.

• *The system for conducting progress tests varies, subject to the discretion of individual commanding officers. It is impossible, therefore, to give a direct answer to your first question. As for your second question, instructions are included in the progress test booklet.* —ED.

RIBBONS AND STARS

TO THE EDITOR:

I am a survivor of the USS *Helena*, having served aboard her from February 1942 to July 1943. At my present station are a number of men who served in the same cruise. They have asked me what area ribbons, engagement stars, etc., they are entitled to wear. Some believe they have been awarded the Presidential Unit Citation.—H.G.G., Lt. Comdr., USN.

• *For regulations on the wearing of area service ribbons, see General Order 194, 4 June 1943; for operations and engagements for which stars may be worn on those ribbons, see General Order 207, 7 February 1944. The Helena has not been awarded the Presidential Unit Citation.*—ED.

V-12 CLOTHING ALLOWANCE

TO THE EDITOR:

Would you please clear up an argument for some of us V-12 personnel who have had previous naval service? We all have had at least one year previous service, while some of us have had as much as four years. Do you know why we do not receive the clothing allowance?—W.J.F., USNR.

• *It is presumed you refer to the quarterly maintenance allowance. This is not provided for officer candidates by the executive order governing clothing allowances. V-12s get clothing in kind, when and as needed.*—ED.

DECORATIONS AND CITATIONS

NAVY CROSS

★ Capt. Grayson B. Carter, USN, San Diego, Calif.: Commanding a group of landing ships and destroyers at Vella Lavella during August 1943, he handled his forces so skillfully that they suffered only minor damage and few casualties. He improvised and carried out detailed measures to increase defensive-offensive measures in the landing of personnel and material.

★ Comdr. Harry Hull, USN, Washington, D. C.: As commander of a submarine in Japanese-controlled waters, he destroyed 20,000 tons of enemy shipping and damaged more than 18,000 tons, including an enemy destroyer, during numerous war patrols.

★ Comdr. James E. Kyes, USN, Seattle, Wash. (missing in action): As commanding officer of the USS *Leary* during action against a force of hostile submarines in the North Atlantic, he gallantly gave his own life jacket to a member of the crew after making a tour of his crippled and sinking ship to ascertain that all personnel had been evacuated.

For reasons of security, the deed for which a man receives a decoration very often cannot be fully described either in this section or in the actual citation which the man receives. There may accordingly be citations reported here which do not tell the whole story.

★ Comdr. William L. Messmer, USN, Detroit, Mich.: Commanding a minesweeper group of 13 vessels during the invasion of Sicily, he cleared a channel through an extremely hazardous minefield and aggressively returned the fire of enemy shore batteries without retarding the progress of his forces. He subsequently supervised difficult rescue activities and the towing to port of a severely damaged vessel.

★ Comdr. Eugene T. Sands, USN. Columbus, Ga.: As commanding officer of a submarine during numerous war patrols in Japanese-controlled waters, he succeeded in sinking more than 25,000 tons of enemy shipping and in damaging 16,000 tons.

★ Comdr. Gelzer L. Sims, USN, Orangeburg, S. C.: Commanding a destroyer in Vella Gulf the night of 6-7 August 1943, he struck boldly and with relentless determination against a force of Japanese warships. He contributed materially to the success of our force in sinking a Japanese cruiser and three destroyers.

★ Lt. Comdr. Robert L. Coleman, USNR, New Philadelphia, Ohio: As commanding officer of the LST-311, he observed the ignition of ammunition on another landing ship during the assault on Sicily. He brought his own vessel close aboard and fought desperately to control the flames. Forced to withdraw when exploding shells

NAVY CROSS AWARDS OF THE MONTH



Grayson B. Carter, Capt., USN | Harry Hull, Comdr., USN | James E. Kyes, Comdr., USN | William L. Messmer, Comdr., USN | Eugene T. Sands, Comdr., USN



Robert L. Coleman, Lt. Comdr., USNR | Roy M. Davenport, Lt. Comdr., USN | Eugene S. Sarsfield, Lt. Comdr., USN | John J. Shea, Lt. Comdr., USN | Morrison R. Brown, Lieut., USNR



John J. Kirwin, Lieut., USN | Ormsby M. Mitchel, Jr., Lieut., USNR | William F. Mitchell, Lieut., USNR | Robert W. Rolf, Lt. (jg), USNR | Rubin Keltch, Ens., USNR

Photographs not available of Comdr. Gelzer L. Sims and Chief Carpenter John A. Austin.

Official U. S. Navy photographs

threatened his own ship, he returned to rescue 40 men who might otherwise have been lost.

★ Lt. Comdr. Roy M. Davenport, USN, Kansas City, Kans.: As commander of a submarine in Japanese-controlled waters, he destroyed 10,500 tons of enemy shipping and damaged more than 35,000 tons during numerous war patrols.

★ Lt. Comdr. Eugene S. Sarsfield, USN, Brooklyn, N. Y. (missing in action): While commanding officer of the USS *Maddox*, which was supporting the assault on Sicily, he supervised abandonment of his vessel and was responsible for saving the lives of nine officers and 65 men. He maintained accurate and continuous gunfire until the *Maddox* was no longer tenable.

★ Lt. Comdr. John J. Shea, USN, Arlington, Mass. (missing in action): Serving in the USS *Wasp*, he disregarded danger from flying debris, smoke and flame to direct personally the fight against fiercely raging fires and explosions on the flight deck. After the water pressure failed, he remained with extinguishers in an attempt to control the fire in the ready ammunition room until a terrific explosion occurred.

★ Lieut. Morrison R. Brown, USNR, Miami Beach, Fla. (missing in action): As engineer officer of the USS *Borie* when that destroyer attacked and sank an enemy submarine, his grim determination kept the engines of his vessel operative with sufficient power to complete her mission despite serious damage. He ordered his men to safety and stayed below, neck-deep in water, to man the throttle, until the submarine was destroyed.

★ Lieut. John J. Kirwin, USN, Newport, R. I. (posthumously): As turret officer in the USS *Savannah*, while that cruiser supported the Salerno landings, he stood by his station, after ordering his crew to abandon it, when an enemy bomb set off numerous fires and filled the turret with smoke. Despite imminent danger of a magazine explosion, he calmly supervised evacuation and deliberately remained behind to aid in saving many lives.

★ Lieut. Ormsby M. Mitchel Jr., USNR, Stamford, Conn.: As commanding officer of the USS *Plymouth*, 5 August 1943, he remained steadfastly at his post although painfully injured. Disregarding his own position and enveloped by flames, he insisted upon being supported while he directed abandon-ship operations and remained aboard himself until the ship sank. Subsequently rescued, he was concerned only with the safety of his crew.

★ Lieut. William F. Mitchell, USNR, Atlanta, Ga.: Despite terrific enemy crossfire, he maneuvered his ship to within 500 yards of the Sicilian shoreline in order to conduct various assault waves to their designated beaches. His expert seamanship provided excellent support to the operations.

★ Lt. (jg) Robert W. Rolf, USNR, Rock Island, Ill. (posthumously): After skillfully landing a crippled landing craft at Lae, 4 September 1943, he personally led a party in extinguishing numerous fires aboard and continued dangerous tasks under repeated Japanese strafing and bombing attacks until he was killed under fire. His inspiring leadership saved his ship for his country.

★ Ens. Rubin Keltch, USNR, New York, N. Y., (posthumously): During and after the sinking of the USS *Plymouth* 5 August 1943, he risked his life to assist several survivors to safety after a torpedo crashed into the port side of the ship. Proceeding to the engine room in search of others known to be trapped and helpless, he gallantly sacrificed his life.

★ Chief Carpenter John A. Austin, USN, Warrior, Ala. (posthumously): Trapped in the USS *Oklahoma* when she capsized after the Japanese attack on Pearl Harbor, he courageously risked his life to locate a porthole which was under water and assisted 15 of the crew to escape. He gallantly gave his life in the service of his country.

Ensign Awarded High British Decoration

The George Medal, third highest decoration of the British government, has been awarded to Ens. Milton Sanders, USNR, of Washington, D. C. An ordnance observer attached to the Royal Air Force in Northern Ireland last May when an RAF Liberator bomber crashed and caught fire in a night take-off, Ensign Sanders voluntarily entered the flaming wreckage and rendered the bombs safe after working over them for 30 minutes.



Ens. Sanders

16 Americans Honored by U.S.S.R.; Three Russians Decorated by U. S.

Sixteen officers and men of the U. S. Navy have been decorated by the Russian government for their part in the invasion of North Africa and Italy, while three Russian naval officers have been honored by our government.

In an order signed by President Kalinin, the following decorations were conferred on U. S. naval personnel: Order of Kutuzov, First Class, to Vice Admiral Henry K. Hewitt, USN; Order of Suvorov, Second Class, to Rear Admiral Robert C. Giffen, USN; Order of Kutuzov, Second Class, to Rear Admiral Harry W. Will, USN; Order of Suvorov, Third Class, to Capt. Norman C. Gillette, USN; Order of Kutuzov, Third Class, to Capt. Howard E. Orem, USN; Order of Alexander Nevsky to Rear Admiral Don P. Moon, USN; Order of the Patriotic War, First Class, to Lieut. Ralph E. Boucher, USNR, and Lieut. Jeremiah E. Mahoney, USN; Order of the Patriotic War, Second Class, to Hugh P. Wright, GM3c, USNR, and Ward L. Gemmer, BM2c, USN; Order of the Red Star to Lieut. Rufus T. Brinn, USNR, Lieut. John L. Laird, USNR, Lt. (jg) George B. Lennig, USNR, George C. Norton, GM2c, USN; Lloyd R. Weeks, GM3c, USNR, and Albert F. Wohlers, Cox, USNR.



Admiral Hewitt

Officers of the Soviet Navy decorated by the U. S. Government were Comdr. I. Fisanovich, whose submarine sank 13 German warships and transports, Navy Cross; Comdr. Anton Gurin, commanding officer of a Russian destroyer which aided in convoying war cargoes from the U. S. and Britain, Navy Cross; Submarine Warrant Officer S. Kukushkin, Distinguished Service Medal.

Gold Star In Lieu of Second



DISTINGUISHED SERVICE MEDAL

★ Vice Admiral John W. Greenslade, USN (Ret.), Annapolis, Md.: As Commander, Western Sea Frontier, he achieved distinctive success in creation of an organization to administer the routing and dispatching of convoys. He also exercised the highest qualities of leadership, judgment and planning.



DISTINGUISHED SERVICE MEDAL

★ Rear Admiral John H. Hoover, USN, Great Falls, Mont.: As Comamnder, Caribbean Sea Frontier, and Commandant, Tenth Naval District, he exercised the highest qualities of leadership, judgment and planning during a period of intense submarine activity and aided materially in driving the undersea craft from this strategic area.

★ Rear Admiral Frederick C. Sherman, USN, San Diego, Calif.: As commander of the carrier task force which raided Rabaul, 5 November 1943, he struck deep into enemy waters and skillfully directed his units to render impotent a large hostile force. He contributed essentially to the success of the Bougainville operations.



Admiral Sherman

LEGION OF MERIT

★ Rear Admiral William R. Furlong, USN, Roscoe, Pa.: As commandant of the Pearl Harbor Navy Yard during and following the Japanese attack, his splendid initiative and untiring efforts were largely responsible for the successful and expeditious manner in which vital salvage was accomplished.

★ Capt. Pat Buchanan, USN, Bonham, Tex.: As commander of transports in an amphibious force, during the seizure and occupation of Attu and Kiska, he conducted the training and preparing of crews and boats for the difficult landing operations. Handicapped by dense fog, he directed the maneuvers with fierce determination which enabled the transports to reach the beach safely.

★ Capt. Robert L. Dennison, USN, Warren, Pa.: In charge of the planning and execution of an amphibious force mission during the seizure of Attu and Kiska, he handled various tactical problems with high skill. He supervised an attack which enabled our forces to carry out their mission without the loss of ships or personnel.

★ Capt. Ross A. Dierdorff, USN, Hillsboro, Oreg.: As commander of a task group and a naval transport during the invasion of Sicily, he was instrumental in landing and establishing a reinforced combat team in spite of desperate resistance. His sound judgment, planning and courageous leadership under fire contributed materially to the success of the operations.

★ Capt. Frederick I. Entwhistle, USN, Los Angeles, Calif.: Throughout a period when our forces were moving steadily westward during occupation of the Aleutians, he rendered material assistance and advice concerning planning and execution of assigned missions and the routing of friendly shipping, enabling our forces to destroy numerous enemy vessels and escape without damage.

★ Capt. Charles C. Hartman, USN, Lincoln, Neb.: As commander of a destroyer squadron during the assault on Sicily, he provided vital fire support and subsequently directed his forces with expert professional skill while in range of enemy shore artillery. His splendid leadership under extremely harassing conditions contributed greatly to the protection of the transport area.

★ Capt. Jack E. Hurff, USN, Evanston, Ill.: Commanding a transport during the amphibious assault on Sicily, he completed his mission of landing troops and material on enemy-occupied beaches although he was painfully wounded and subjected to relentless enemy air attacks.

★ Capt. John E. Murphy, USN, Swissvale, Penna.: Commanding a transport during the assault on Sicily, he embarked the troops, supplies and equipment expeditiously despite extremely adverse weather conditions and enemy bombing attacks.

★ Capt. James M. Steele, USN, Marlin, Tex.: As salvage superintendent during operations at Pearl Harbor, he skillfully organized personnel and expedited procurement of equipment necessary to the accomplishment of important tasks. His initiative and judgment contributed materially to the success of the operations.

★ Capt. Francis H. Whitaker, USN, Beaumont, Tex.: As hull and salvage superintendent during Pearl Harbor salvage operations, he formed advance plans and supplied equipment and production facilties necessary to the important tasks entrusted him. He skillfully supervised the drydocking and repair of salvaged vessels.

★ Capt. Joel J. White (MC),. USN, Nashville, Tenn.: As commanding officer of a hospital in the New Hebrides with a section at Guadalcanal, he performed his duties with outstanding professional skill and made many hazardous trips to the forward combat areas to develop facilities for battle casualties.

★ Comdr. William R. Franklin (DC), USN, Buffalo, N. Y.: During a period of concentrated action in the Aleutian Islands, he rendered invaluable assistance in the planning and execution of operations and the providing of weather information. In addition, he voluntarily participated in numerous hazardous flights and subsequent bombardments and landings.

★ Comdr. John F. Grube, USN, Alexandria, Va.: Commanding a naval vessel during the amphibious invasion of Sicily, he disembarked troops and equipment and directed the operations of his combat-cargo-loaded ship with efficiency despite fierce hostile opposition and relentless enemy attacks.

★ Comdr. Walter T. Jenkins, USN, Youngstown, Ohio: As gunnery officer on the staff of Commander, North Pacific Force, February-October 1943, he rendered invaluable assistance in the planning and operations involving all gunnery matters and in the supply, replacement and storage of all ammunition.



Official U. S. Navy photograph

TACTICAL OFFICER WINS MEDAL: For meritorious service as tactical officer and assistant operations officer on the staff of a task force commander and Commander Air, Solomons, Comdr. Gerald L. Huff, USN, of Urbana, Ill., has been awarded the Legion of Merit. Undeterred by frequent Japanese air raids, he maintained effective employment of our aircraft against the enemy.

★ Comdr. Joseph W. Leverton Jr., USN, Washington, D. C.: As flag secretary and public relations officer on the staff of Commander, North Pacific Force, February-October 1943, he rendered invaluable assistance in the preparation of operation plans and information involving myriad details of administration.

★ Comdr. Floyd B. Schultz, USN, Bay City, Mich.: As assistant materiel officer on the staff of Commander Destroyers, Pacific Fleet, in the South Pacific from December 1942 to September 1943, he planned and supervised the salvage of numerous ships despite extremely hazardous conditions.

★ Comdr. Leland G. Shaffer, USN, Bedford, Pa.: As communications officer for Commander, North Pacific Force, from February to October 1943, he maintained close liaison between surface and amphibious units and Army air and ground forces, thus expediting the success of our forces during a period of concentrated action.

★ Comdr. Robert H. Taylor, USN, Milledgeville, Ga.: Attached to the staff of Commander, North Pacific Force, from January to October 1943, he planned the execution of all operations, including effective routing of shipping and the development of anchorages, during a period of concentrated action in the Aleutians area.

★ Lt. Comdr. Miles C. Krepela (MC), USNR, Jackson Heights, N. Y.: As senior medical officer of a defense battalion operating in New Georgia, he gallantly refused to be moved to a safer area and remained to care for the wounded brought in from the beach. Due to the extreme shortage of doctors, he worked day and night for seven days and undoubtedly saved many lives which otherwise would have been lost.

★ Lt. Comdr. Ralph M. Pray, USN, Chula Vista, Calif.: During a period of concentrated action in the Aleutians area, he engaged in numerous search missions, flying hundreds of hours despite adverse weather conditions and by his valuable service and advice coordinated Army and Navy air attacks throughout the essential operations.

★ Lt. Comdr. Bertram J. Prueher, USN, Bloomer, Wis. (posthumously): Skillfully leading his pilots in a ruthless and persistent campaign against enemy submarines from April 1942 to August 1943, he developed his squadron into an effective fighting force which established an exceptional record in the destruction of hostile undersea craft.

★ Lt. Comdr. Crittenden B. Taylor, USN, Lima, Ohio: Commanding a minesweeper group during the assault on Sicily, he directed vital operations continuously over a period of five days despite extremely heavy seas in a hazardous area. His command cleared the area and permitted safe passage to the beachheads.

★ Lt. Comdr. Wiley L. Wroten, USNR, New Orleans, La.: As officer-in-charge of salvage operations at Casablanca, he completed his duties of re-

floating or bringing to drydock many ships sunk by enemy gunfire. As the result of his work a U. S. destroyer was quickly returned to combat, and many cargo ships supplying the Allied armies were discharged speedily.

★ Lieut. Richard K. Margetts, USN, San Diego, Calif.: When one of his support boats suffered damage neutralizing its fire power and another incurred engine damage and was in a sinking condition during the assault on Sicily, he immediately placed the sinking craft in tow of the other and thus utilized its fire power on assigned targets. His resourcefulness and presence of mind contributed greatly to the success of our operations.

★ Lieut. Clayton Ross Jr., USN, Wichita, Kans.: As engineer officer of a destroyer from November 1942 to June 1943, he skillfully directed temporary repairs when his ship was struck and severely damaged by a torpedo. Through his foresight, initiative and engineering ability, he restored the ship to service in remarkably short time.

★ Lt. (jg) Robert A. McCluskey (SC), USNR, Rensselear, N. Y.: As fire control watch officer in a U. S. transport during the assault on Sicily, he brought attacking enemy planes under devastating fire and destroyed two planes with accurate gunfire.

★ Ens. William D. Seidler, USNR, Montclair, N. J.: In charge of a small, heavily armored scout boat during the invasion of Sicily, he was forced to cut loose from the parent ship while still six miles away from position. Working steadily to prevent critical damage to the larger craft, he rallied his crew, effected emergency repairs, and courageously carried out his mission.

★ Charles F. Eaton, PhM1c, USN, Scottsville, Ky.: When his vessel was torpedoed in the Mediterranean, he labored persistently in behalf of his wounded comrades although he himself had received painful injuries to his back and head. He kept at his duties for three hours until compelled to abandon his efforts.

★ John Henry Jones, S1c, USNR, Olive Hill, Ky. (posthumously): As machine-gunner in a boat from a transport, during the assault on Sicily, he persistently stood by his gun when the boat foundered until turbulent seas finally washed him overboard.

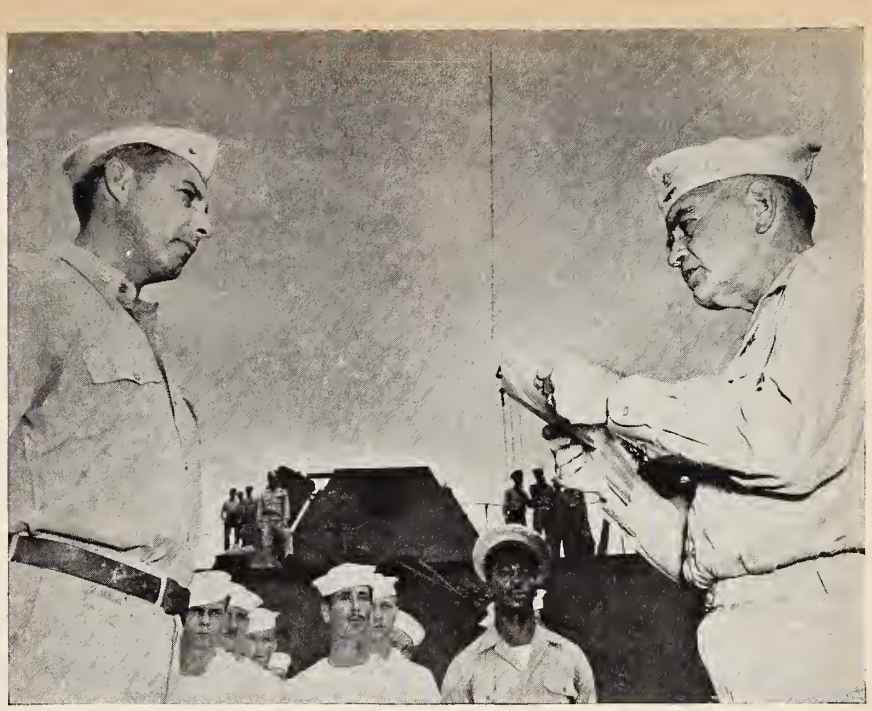
Gold Star in Lieu of Second



SILVER STAR MEDAL

★ Comdr. William H. Groverman, USN, Huntington, W. Va.: As commanding officer of a destroyer during the occupation and subsequent reinforcement of Vella Lavella, 15-18 August 1943, he maintained effective protection for convoys to the strategic garrison despite repeated and determined attacks by Japanese dive bombers and torpedo planes.

★ Lt. Comdr. Richard D. Shepard, USN, Vallejo, Calif.: During a period when his ship underwent seven hostile air attacks in the Solomons from 29 June to 15 July 1943, he rendered incalculable assistance and performed his duties as executive officer with expert skill. He also participated in two shore bombardments, a fierce night battle and subsequent rescue activities.



Official U. S. Navy photograph

SELFRIDGE COMMANDER AWARDED GOLD STAR: Comdr. George E. Peckham, USN, commanding officer of the USS Selfridge, is awarded the Gold Star in lieu of a second Silver Star Medal by Admiral William F. Halsey, USN, commander of South Pacific Forces. The Selfridge is credited with contributing materially to the sinking of one or more Jap ships and the damaging of three others in a night engagement in the Solomons, 6-7 October 1943. The destroyer's bow was blown off but she was able to make port for repairs.



SILVER STAR MEDAL

★ Capt. William R. Cooke Jr., USN, Llanerch, Pa.: Although convoys and the destroyer squadron he commanded were subjected to repeated attacks during action off Vella Lavella Island, August-September 1943, he skillfully directed his ships to provide ample protection for the cargoes and transports and enabled our forces to seize and maintain the base without loss of a ship.

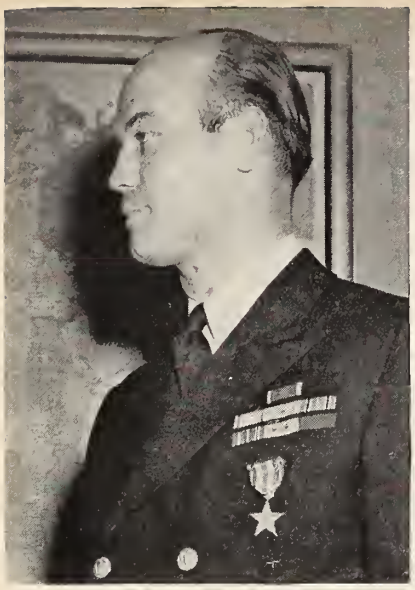
★ Comdr. Bert F. Brown, USN, Salt Lake City, Utah; Comdr. Lawrence H. Frost, USN, Vinita, Okla.; Comdr. Harry D. Johnston, USN, Maspeth, N. Y., and Comdr. Jacob A. Lark, USN, Shamokin, Pa.: As commanding officers of destroyers during the occupation and subsequent reinforcement of Vella Lavella, 15-18 August 1943, they maintained effective protection for convoys to this strategic garrison despite repeated and determined attacks by Japanese torpedo planes and dive bombers.

★ Comdr. Donald W. Gladney Jr., USN, Lewisville, Ark.; Comdr. Leland G. Shaffer, USN, Bedford, Pa.; Lieut. John F. Miller Jr., USN, Washington, D. C.; Lieut. Ralph W. Swearingen, USNR, Honolulu, T. H., and Lieut. Sumner A. Pendleton, USNR, Detroit, Mich.: Serving on the staff of a flag officer commanding task groups in combat against the Japanese in the South Pacific Area, they performed their essential duties with outstanding skill and were of material assistance in the successful accomplishment of many missions.

★ Comdr. Gelzer L. Sims, USN, Orrangeburg, S. C.: As commanding officer of a destroyer, he directed the accurate and sustained fire of his ship off Kolombangara Island 13 July 1943. He sent torpedoes crashing into six Japanese warships and contributed to the destruction of four and probably six of the hostile ships. His destroyer then went to the rescue of the badly damaged USS *Gwin* and helped protect her.

★ Lt. Comdr. Arthur D. Berliss Jr., USNR, New York, N. Y.; Lieut. John R. Cain, USNR, Quincy, Mass., and Lieut. Robert S. Clark, USNR, Winchester, Mass.: Commanding PC boats during the invasion of Sicily, they accurately located the beaches assigned to landing operations and tenaciously held the hazardous anchorage, although forced to maintain fire silence in order to support the surprise attack. They continued to provide vital signals to direct the landing craft while only 1,000 yards offshore and constantly exposed to enemy searchlights and fire.

★ Lt. Comdr. Thomas B. Dabney, USN, Muskogee, Okla.: As executive officer and navigator of a submarine in Jap-



Official U. S. Navy photograph

DESTROYER SKIPPER HONORED: Comdr. Carlton R. Adams, USN, of Wilmington, N. C., wears the Silver Star Medal which was awarded him recently for his brilliant tactics near Finschafen, New Guinea, on 22 September 1943. When his force of destroyers and tank landing craft was attacked by 10 torpedo planes, Commander Adams, by skillful maneuvering, avoided the enemy torpedoes and brought his destroyer and convoy through with only minor damage.

anese-controlled waters, he aided materially in the sinking of an important amount of Japanese shipping during several war patrols.

★ Lt. Comdr. Tom T. Flaherty (MC), USN, Long Beach, Calif.: In the evacuation of wounded by transport plane in the Solomons Islands area, he remained at his post despite continual bombing and strafing to supervise in the loading and aid of wounded who were under his care.

★ Lt. Comdr. David Zabriskie Jr., USN, Los Angeles, Calif.: Serving in important posts in a submarine during six patrols in dangerous, enemy-controlled waters, he aided materially in sinking or damaging 17 Japanese vessels.

★ Lieut. Henry D. Davison, USN, Little Rock, Ark.: As executive officer of a destroyer in combat against Japanese forces in Vella Gulf, 6-7 August 1943, he supplied vital information to his commanding officer and the gunnery division with such speed and accuracy that his ship was able to deliver a devastating attack which contributed to the sinking of one enemy cruiser and three destroyers.

★ Lieut. Clarence W. Hussey, USNR, Memphis, Tenn.: When 32 enemy bombers swept down upon the ss *Robert Rowan*, in which he was Armed Guard junior officer, during the anchorage off Sicily, he assisted in the direction of gunfire and helped supervise the abandonment of the ship by Army personnel when three direct hits left his ship gutted by raging flames. He kept all available guns blazing until bursting ammunition made the ship completely untenable.

★ Lieut. Francis J. Keenan (ChC), USNR, Bellevue, L. I., N. Y.: Attached to a transport during the invasion of Sicily, he voluntarily left the ship to render assistance to medical parties ashore. Although wounded while digging a grave, he carried on and deliberately minimized his won injuries in order that men who were more serously injured could receive immediate aid.

★ Lieut. Ameel Z. Kouri, USNR, Houston, Tex.; Lieut. William T. Maley (CEC), USN, Pittsfield, Mass., and Lt. (jg) John H. Harker (CEC) USNR, Evanston, Ill.: Landed in enemy territory on a reconnaissance mission, they penetrated deep into the Japanese-held land to obtain vital information regarding terrain, hydrographic conditions and the strength and disposition of the enemy. They remained on the island for three days although they knew they could expect no help from outside sources and that discovery meant capture or death.

★ Lieut. Wesley N. Miller, USNR, Anguilla, Miss.: As officer of the Armed Guard aboard the ss *Ezra Meeker*, en route from Oran to Casablanca, July-August 1943, he fought off 25 bombers which attacked the ship, and shot down four of the planes. He contributed greatly to the spirit which enabled his ship, stalked by torpedoes and shaken by explosions, to survive a perilous journey with minimum damage.

★ Lieut. Marvin W. Silverstein, USNR, Philadelphia, Pa.: Commanding a PC boat during the assault on Sicily, he screened another vessel in locating beaches for landing operations and enabled his command to repulse numerous air attacks and to destroy two hostile aircraft.

★ Lt. (jg) George A. Colson, USNR, New York, N. Y.: Commanding the Armed Guard aboard the ss *William Gerhard* during repeated attacks by enemy aircraft, enroute from Oran to Palermo, August 1943, he directed the blasting of three planes from the sky while the ship went through a hail of bombs and torpedoes. His courage and skill enabled the ship to survive a hazardous voyage with negligible damage.

Army Silver Star Awarded Navy Doctor

The Army Silver Star Medal has been awarded to Lieut. James F. Regan (MC), USN, of Los Angeles, Calif., for gallantry in action on New Georgia last July when he was commanding officer of a Navy medical detachment serving with a Marine Raider battalion. The medal was presented on behalf of Lt. Gen. Willard A. Harmon, USA.

Lieutenant Regan directed and aided in the evacuation of more than 200 casualties, including 72 stretcher cases, from areas covered by enemy fire during the period from 8 July to 21 July 1943.



Official U. S. Navy photograph

COVERED RENDOVA INVASION: The Silver Star Medal has been awarded Comdr. Virgil F. Gordinier, USN, Pratt, Kans., for his brilliant leadership and great courage as commanding officer of a destroyer which covered transports engaged in landing troops at Rendova Island. He also was commended for his tactical skill in the second Battle of Kula Gulf in which his ship contributed to the destruction of four, and probably six, Japanese vessels.

★ Lt. (jg) Robert J. Finlay, USNR, Fife, Tex.: As commanding officer of the Armed Guard aboard the ss *Samuel Parker* anchored off Sicily, he directed the fire of his efficiently trained crew while subjected to repeated bombing. He effected emergency repairs while under fire and maintained his barrage, destroying or contributing to the destruction of 11 enemy planes.

★ Lt. (jg) Kenneth P. Hill, USNR, Portland, Oreg.: A member of a patrol landed on Japanese-held territory, he remained for three days for the purpose of securing vital information as to terrain, hydrographic conditions and strength and disposition of enemy forces. Knowing that he could expect not outside assistance and that discovery meant capture or death, he successfully carried out his hazardous assignment.

★ Boatswain Joseph L. Palmer, USNR, Long Island City, N. Y.: Although severely wounded while directing landing operations on Sicily, he maintained his exposed position in the face of heavy enemy fire and gallantly performed his essential duties until he was physically unable to continue.

★ Joseph L. Cronin, CTM, USN, Hudson, Mass.: When his destroyer assisted in frustrating Japanese forces in the Solomons 7 August-12 November 1942, during the initial landings at Guadalcanal, he assisted in providing ammunition for the machine guns and in laying a torpedo tube which resulted in the sinking of a hostile destroyer. On another occasion, though wounded, he remained at his station until action ceased.

★ John H. Sabo, CWT, USN, Long Beach, Calif.: When the USS *Henley* was torpedoed 3 October 1943, he steadfastly remained in the flooded engine room and climbed to the lighted burners in order to close a valve and

stop the flow of fuel oil which was in danger of igniting. Under his efficient direction, the crew was evacuated safely.

★ James F. Sigel, CTM, USN, New York, N. Y.: When his vessel was attacked by hostile planes in the South Pacific, 21 August 1943, he observed that shells had pierced the ammunition ready room. He unhesitatingly entered the area and removed several cans in order to dispose of burning ammunition.

★ Roy C. Stamler, SF1c, USN, Carrollton, Ky.: As a member of a repair party in the USS *Perkins* off New Guinea, 20 October 1943, he gallantly disregarded his own wounded condition to remove other men to the battle dressing station, submitting to treatment for himself only after all other wounded had been cared for.

★ Alvin K. Anderson, BM2c, USCG, Chicago, Ill.: As coxswain of a scout boat during the assault on Sicily, he proceeded through enemy-mined waters to an assigned position offshore and maintained his position for three hours under sustained enemy fire to assist in guiding assault waves to the heavily defended beach.

★ Francis Carpenter, S1c, USNR, New York, N. Y.: Familiar with Sicily through previous visits, he volunteered to land with the first assault waves. By questioning residents, he ascertained the location of a mine field and captured a prisoner, although unarmed himself. He also obtained valuable information concerning terrain of the beach.

DISTINGUISHED FLYING CROSS

★ Comdr. Charles L. Westhofen, USN, Milwaukee, Wis.: Piloting a bomber in action against a hostile submarine in the Atlantic, he flew dangerously low over the target and enabled his gunners to achieve maximum striking power. Despite damage to his craft, he maintained a course of action which resulted in destruction of the submarine.

★ Lt. Comdr. John Eldridge Jr., USN, Buckingham, Va. (posthumously): Despite continual enemy shelling of mud-covered Henderson Field, he effected an extremely difficult take-off 25 October 1942 to participate in vital bombing of approaching Japanese surface forces. In the ensuing engagement he assisted his four-plane group in destroying a Japanese cruiser and in damaging another warship.

★ Lt. Comdr. Thomas W. McKnight, USNR, Beverly, Mass.: Determining that the removal of a 500-pound live bomb inadvertently released in the closed bomb bay of a plane would be too dangerous, he personally piloted the plane seaward. Finding the tail fins had further wedged the bomb in the plane structure, he rolled the plane violently, breaking the hold and clearing the bomb, which exploded on impact with the water.

★ Lieut. Charles C. Aikins, USNR, Kansas City, Mo.; Lieut. Delwin A. Liane, USN, Lisbon, N. Dak.; Lieut. David F. Weaver, USNR, Kansas City, Kans., and Ens. Morris G. Pickard, USNR, Greensboro, N. C.: Operating with great efficiency as scouting plane pilots from a U. S. cruiser during the invasion of Sicily, they made numerous reconnaissance and spotting flights deep into hostile territory despite heavy antiaircraft and fighter opposition.



Official U. S. Navy photograph

HE SAVED HIS SHIP: Comdr. Ira E. Hobbs, USN, of Marlow, Okla., won the Silver Star Medal recently for skillfully maneuvering his warship in the face of repeated smashing attacks by Jap planes near the Santa Cruz Islands. When his ship was severely damaged, he continued to fight against overwhelming odds and eventually succeeded in saving his vessel and her personnel.

★ Lieut. Burton F. J. Albrecht, USNR, Mesa, Ariz.: On a search mission in the Solomons he contacted and tracked a convoy of nine enemy ships and launched an attack, scoring direct hits on three of the vessels and leaving one listing and in flames.

★ Lieut. William R. Austin, USNR, Yakima, Wash.; Lieut. Edward H. Lawry, USNR, Fairfield, Me.; Lieut. John E. Mishanec, USNR, Olean, N. Y.; Lieut. Elmo L. Moss, USNR, Hannibal, Mo., and Lt. (jg) Stanley G. Fierstein, USNR, Houston, Tex.: As scouting plane pilots from the USS *Philadelphia* during the invasion of Sicily, they engaged in numerous spotting and reconnaissance missions deep into hostile territory despite heavy antiaircraft and fighter opposition.

★ Lieut. Robert J. Clinton, USNR, Staten Island, N. Y.: In response to a visual message from an Australian gunboat which had spotted a Japanese submarine, he tracked down the hostile craft and forced her to the surface with depth charges. In a low-altitude strafing attack his own guns jammed and he stood by, tracking the submarine, until additional aircraft arrived and destroyed the sub.

★ Lieut. Harlan J. Coit, USNR, Montclair, N. J.: Participating in many missions in the Solomons area from September to November 1943, he scored one direct hit and several near misses on a light cruiser and a probable hit on a destroyer. On 25 October, after an extremely difficult take-off from mud-covered Henderson Field, he assisted in silencing enemy artillery and strafing important Japanese ground positions.

★ Lieut. Morris R. Doughty, USN, Cape Girardeau, Mo.: He scored two direct hits on a Japanese light cruiser, several near misses on a heavy cruiser, and a probable hit on a destroyer during a period of intense activity in the Solomons from September to November 1942. On 25 October, after a difficult take-off from muddy Henderson Field, he silenced Japanese artillery and strafed important ground positions.

★ Lieut. John J. Frazier, USNR, Bridgeton, N. J., and Lieut. John C. Osborn Jr., USNR, Sheboygan, Wis.: As scouting plane pilots from the USS *Savannah*, during the assault on Sicily, they participated in numerous spotting and reconnaissance missions deep into hostile territory despite intense antiaircraft and fighter opposition.

★ Lieut. Cyrenus L. Gillette, USNR, Detroit, Mich.: Despite severe electrical storms, poor visibility and withering antiaircraft fire, he daringly pressed home an attack on a Japanese task force of five destroyers. He scored one hit and dispersed the other units. On 25 January 1943, acting as spotter, he contributed to the success of our forces in shelling Vila Plantation installations.

★ Lieut. Robert J. Mohler, USNR, North Canton, Ohio: Scoring direct hits and near misses on a light cruiser, a destroyer and a heavy cruiser, 15 October 1942 in the Solomons area, he also assisted in sinking four and possibly five Japanese transports despite severe fighter opposition and antiaircraft. He participated in numerous attacks on enemy surface vessels during a period of intense activity.

★ Lieut. Harold N. Murphy, USNR, Brookline, Mass.: He scored three direct hits and probably two others on Japanese destroyers during vital bombing raids in the Solomons area. On 15 October 1942 he assisted in



Hoist (NTS, San Diego)

"Is it true that nurses sometimes fall in love with their patients?"



Official U. S. Coast Guard photograph

COMBAT ARTIST DECORATED: For gallantry in action in the Sicilian and Salerno invasions, William G. Lawrence, CBM, USCGR, of Red Bank, N. J., receives the Silver Star Medal from Vice Admiral R. R. Waesche, commandant of the U. S. Coast Guard. Lawrence, a nationally known artist, was in charge of a specially fitted landing boat during the invasions, and his skill and perseverance were instrumental in salvaging about 100 beached and stranded invasion craft.

sinking four, and possibly five ships of a Japanese invasion fleet in the vicinity of Guadalcanal.

★ Lieut. William P. Tanner Jr., USNR, San Pedro, Calif.: In action against eight or more enemy fighters over the Bay of Biscay, 1 August 1943, he enabled his gunners to inflict serious damage and force one enemy plane to land. With his engine controls shattered and his plane ablaze, he made a crash landing in the sea and helped three of his crew abandon the craft.

★ Lieut. Chester V. Zalewski, USNR, Dickson City, Pa.: In numerous vital bombing raids on Japanese shipping in the Solomons area from September to November 1942, he scored direct hits and near misses on two heavy cruisers and a destroyer and a probable hit on a light cruiser. On 15 October he assisted in destroying four, and possibly five, ships of a Japanese convoy.

★ Lt. (jg) Thomas B. Adams, USNR, Detroit, Mich.: Flying low over strongly defended enemy harbors, he completed three hazardous night flights which contributed to the sinking of four Japanese destroyers and two auxiliary vessels and to the damaging of a light cruiser and two destroyers. He also repelled two attacks by Zeros, destroying one, during landing operations at Munda and Rendova.

★ Lt. (jg) Billy P. Burch, USNR, Bruceton, Tenn.: When his four-plane division intercepted a hostile Japanese air force attempting to attack our positions on New Georgia on 30 June 1943, he tailed two Zeros and shot them both down in flames. Finding another Zero soon afterwards, he held it in his fire until the enemy plane disintegrated in mid-air.

★ Lt. (jg) Francis O. Burton, USNR, Billings, Mont.: He contacted and successfully tracked an enemy cruiser in the Solomons area and, making a low-altitude run, scored two direct hits which caused a terrific explosion and serious damage to the enemy.

★ Lt. (jg) Norman D. Champlin, USNR, Plainwell, Mich.: Participating in a raid on four hostile warships in Bougainville Straits, 22 July 1943, he scored a direct hit which contributed to the sinking of a tender, despite tremendous antiaircraft fire and fierce fighter opposition.

★ Lt. (jg) John B. Haskett, USNR, Alhambra, Calif.: Participating in numerous long-range search missions, bombing raids and patrols, he inflicted severe damage on the enemy despite adverse weather and heavy opposition.

★ Lt. (jg) William C. Hirsch, USNR, Cincinnati, Ohio: Completing two dangerous operations in Kahili and Faisi harbors despite illumination and close-range antiaircraft fire, he aided materially in the destruction of two hostile vessels. Although intercepted by a hostile air force, he also contributed to the sinking of five Japanese destroyers and three cargo vessels and to the damaging of one light cruiser and two destroyers.

★ Lt. (jg) Alfred F. Jacobson, USNR, Brookfield, Ill. (missing in action): Pressing home a vigorous attack against enemy shipping in Kahili harbor 17 July 1943, he contributed to the sinking of seven Japanese vessels and the destruction of 49 planes despite tremendous antiaircraft and fighter opposition.

★ Lt. (jg) Winfield H. Junk, USNR, St. Joseph, Mo.: Taking part in numerous bombing attacks in the Solomons area, he made a low-altitude attack on a Japanese cargo ship and scored a direct hit which sank it. He also contributed to the sinking of a seaplane tender in an attack against the tender and four enemy warships. He made other runs against enemy shipping and troop positions, and carried out hazardous night minelaying operations.

★ Lt. (jg) Knute W. D. Lee, USNR, Spring Grove, Minn.: Flying to the assistance of one of his squadron members who had damaged a Japanese submarine, he sighted the craft proceeding at impaired speed in the South Pacific Area. He made two low runs despite persistent antiaircraft fire and released depth charges which sank the crippled vessel.

★ Lt. (jg) Murray C. McKinney, USNR, Sulphur Springs, Tex. (posthumously): During action against Japanese forces off Kahili, 7 July 1943, he scored a direct hit with a 2,000-pound bomb and probably sank a Japanese destroyer. Although an enemy plane subsequently killed his turret gunner and shot away his radio and controls, he flew 300 miles to his home base and crash landed in the sea.

★ Lt. (jg) Joe D. Mitchell, USNR, Davidson, Okla.: In a vigorous glide-bombing attack against Japanese ships in Kahili harbor he fought his way through a gauntlet of enemy fighters and scored a direct hit on an enemy destroyer before he himself was shot



Official U. S. Navy photograph

RESCUED FIVE MEN: Ens. Donald E. McGrath, USNR, of San Jose, Calif., has received the Silver Star Medal for helping rescue five injured crewmen when his destroyer was torpedoed in the Solomons on 6 October 1943. Disregarding his own painful injury, he risked his life to remain in the flooded compartment and dived repeatedly through fuel oil and sea water to rescue the plotting room crew. After abandoning ship, he swam part of the way to the rescue ship in order to leave room for others more seriously wounded.

down. He participated in numerous other missions against Munda, Vila and Nususongo.

★ Lt. (jg) Thomas H. Moore, USNR, Lake View, S. C.: On 22 July 1943 his flight of fighters encountered a large force of Japanese planes. He destroyed one and assisted in the rout of the others. On another occasion, over Rendova Island, he shot down two Zeros.

★ Lt. (jg) Gerald A. Robbins, USNR, Lakemills, Wis. (missing in action): Attacking enemy ships in Kahili harbor, 17 July 1943, he contributed materially to the sinking of three Japanese warships and four auxiliaries and the shooting down of 49 aircraft.

★ Lt. (jg) William J. Slone, USNR, Alexandria, Ind.: Serving as air liason officer during landing operations at Rendova and Munda, he courageously repelled two attacks by Zeros, although unescorted by fighter plane protection, and succeeded in blasting one Zero from the sky. He successfully completed three night flights, contributing to the destruction of four hostile destroyers and four other vessels and the damaging of a light cruiser and two destroyers.

★ Lt. (jg) John C. C. Symmes, USNR, Lake Wales, Fla.: During an engagement with a large formation of enemy bombers and fighters over Rendova Island, 30 July 1943, he shot down two Zeros. On other occasions he shot down three more Zeros, thus averting attacks on our shipping and ground installations.

★ Lt. (jg) Melvin L. Tegge, USNR, Schwertner, Tex.: Subjected to illumination and close-range antiaircraft fire, he completed two hazardous flights which aided in the destruction of two hostile vessels in Kahili and Faisi harbors. Despite interception

by hostile planes, he attacked and contributed to the sinking of five Japanese destroyers, three cargo vessels and the damaging of one light cruiser and two destroyers.

★ Ens. Norman W. Hutchings Jr., USNR, Mobile, Ala.: Encountering a large flight of hostile planes while patrolling over New Georgia, 25 July 1943, he expertly shot down three planes before being forced to effect an emergency landing.

★ Carl Eugene Adams, AOM1c, USN, Roberts, Ky.; Edward N. Desjardines, AMM2c, USN, Fall River, Mass.; Irving B. Feinberg, PhoM2c, USN, Kearney, N. J.; Edward Johnson, ARM2c, USNR, Brockton, Mass.; George L. Marks, AMM2c, USN, Kingston, N. Y.; Americo Orsi, AMM2c, USN, Trenton, N. J.; and Paul E. Yates, ARM2c, USN, West Millgrove, Ohio: As crew members of a Navy patrol plane protecting a convoy in Northwest African waters, 12 July 1943, when two enemy bombers threatened our vessels, each handled his assigned duty rapidly and accurately and assisted in breaking up every attempt of the enemy to reach his objective.

Gold Star in Lieu of Second

NAVY AND MARINE CORPS MEDAL

★ Carpenter Jack F. Martin, USNR, Los Angeles, Calif.: As a volunteer diver during salvage work at Pearl Harbor, he made dives totalling more than 100 hours under water despite extremely hazardous conditions inside wrecked hulls. He contributed largely to the success of the salvage work.

★ Carpenter William S. Thomas, USN, Fort Kent, Me.: During salvage operations at Pearl Harbor he made numerous dives totalling more than 100 hours under water despite extremely hazardous conditions inside submerged hulls. He contributed in large measure to the success of the operations.



Official U. S. Navy photograph

FLYER RECEIVES TWO CITATIONS: Comdr. Charles L. Crommelin, USN, recently received the Distinguished Flying Cross and a Gold Star in lieu of a second medal, from his father-in-law, Rear Admiral Elliott Buckmaster, USN, commandant of the Naval Air Center, San Diego. He won the first decoration for leading fighters in support of bombers raiding Marcus Island, and the second for directing an air group protecting forces occupying the Gilbert Islands.

NAVY AND MARINE CORPS MEDAL

★ Capt. Thomas L. Wattles, USN, Alexandria, Va.: As commander of a destroyer squadron in the attack on Sicily, he directed the hazardous screening operations of his force despite persistent and determined air bombardment and submarine attacks. His command contributed greatly to the protection of the transport area.

★ Comdr. Joseph W. Leverton, USN, Washington, D. C.: When the stern of the USS *Wasmuth* was broken off by a storm, 27 December 1942, he made a prompt and accurate appraisal of damage and launched immediate and effective control measures which enabled his ship to remain afloat until the crew had been transferred to a rescue ship more than four hours later.

★ Lt. Comdr. Howard E. Haynes, USN, San Diego, Calif.: As officer-in-charge of diving operations incident to salvage at Pearl Harbor, he skillfully directed extensive and hazardous programs often involving dangerous personal experimental investigations. His tireless efforts in procuring and developing diving equipment contributed in large measure to the success of the operations.

★ Lieut. John D. Cartano, USNR, Seattle, Wash.: Effecting the rescue of survivors of a torpedoed transport off Guadalcanal 13 August 1943, he unhesitatingly placed his small craft in close proximity to the flaming area of the stricken vessel and efficiently organized search, rescue and first aid, saving the lives of approximately 35 men, many of whom were wounded.

★ Lieut. James S. Clarkson, USN, Long Beach, Calif. (posthumously): As a volunteer diver engaged in Pearl Harbor salvage operations, he unhesitatingly made many hazardous dives in essential underwater work and by his tireless efforts contributed greatly to the success of the salvage operations.

★ Lieut. John G. Gaston II, USNR, South Orange, N. J.: Observing a woman caught in the strong current off Bay Head, N. J., 28 August 1943, he plunged into the surf with a rubber mattress and swam to her rescue. Although she was four times dislodged by the heavy surf, he eventually brought her to safety.

★ Lieut. Thomas R. Turino (MC), USNR, Brooklyn, N. Y. (missing in action): As senior medical officer in the *LST-342* during a Japanese bombing raid at Rendova 2 July 1943, he worked almost continuously for three days administering to more than 200 wounded placed aboard his ship as an emergency measure. He performed many difficult operations with expert professional skill.

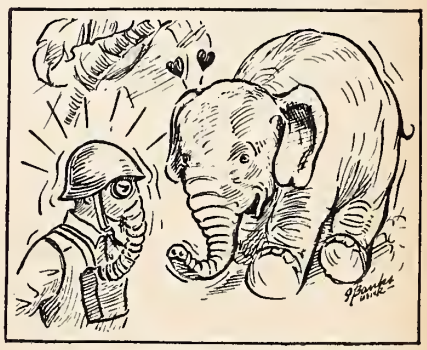
★ Lt. (jg) George W. Dunn, USN, Louisville, Ga. (posthumously): During a fire in the BOQ at his base, NOB, Argentia, Newfoundland, he seized an extinguisher and entered several rooms to fight flames and make certain that occupants were evacuated. Although twice warned, he persisted until a ceiling collapsed and trapped him within the inferno (12 January 1943).

★ Lt. (jg) Roman G. Manthei, USN, Plymouth, Wis.: In charge of ordnance salvage on damaged ships at Pearl Harbor, he skillfully directed the dangerous work and was responsible for the recovery of valuable quantities of material despite the presence of toxic gases, water, fuel oil and debris in the compartments.

★ Ens. Robert M. Hendon, USN, Indianola, Miss.: As leading diver and later officer supervisor of salvage activities at Pearl Harbor, he skillfully supervised assignments of enlisted men and personally participated in dives totalling more than 200 hours under water despite hazardous conditions within submerged hulls.

★ Chief Gunner, Glen Frazier, USN, Marines, N. C.; Alfred Eugene Daniel CGM, USN, Murphysboro, Ill.; Peter C. Devries, CMM, USN, Lodi, N. J.; Christian R. Peters, CM, USNR, Los Angeles, Calif.; Morris C. Bestul CSF, USN, Rosholt, Wis.; Alfred J. Katzenstein, CEM, USN, Los Angeles, Calif.; Harold F. Hendricks, CSF, USN, Liberty, S. C.; Delbert L. West, BM1c, USN, Tryon, Neb.; Nelson H. Dover, GM1c, USN, Colfax, Ill.; Louis J. Pacitti, GM1c, USN, Taylor Springs, Ill.; John J. Roche Jr., GM1c, USN, Bellerose, N. Y.; Glenn L. Palmquist, CM1c, USN, Lindsborg, Kans.; Walter Zakulec, SF1c, USN, Burgettstown, Pa.; Thomas Henry Cary, SF1c, USN, Bellingham, Wash.; Pryor S. Bennett, CM1c, USN, Negaunee, Mich.; Carl W. Dubois, SF1c, USN, Middletown, N. Y.; Kenneth F. Tinsley, MS1c, USNR, Los Angeles, Calif.; Harry A. Sayles, SF1c, USN, Fruita, Col.; James R. Mahan, MM1c, USNR, Flushing, N. Y.; Hugh D. Lewis, CM1c, USN, Ochlochnee, Ga.; James W. Green, GM2c, USN, Birmingham, Mich., and Frank R. Bush, SF2c, USNR, Seattle, Wash.: They contributed materially to the success of Pearl Harbor salvage operations by volunteering to make numerous dives totalling more than 100 hours underwater each, despite the extremely hazardous conditions within submerged hulls.

★ Carpenter, Earl S. Blackburn, USN, Washington, N. C.: As a volunteer engaged in diving operations during Pearl Harbor salvage, he made numerous dives totalling more than 100



St. Louis Blues (NAS, St. Louis, Mo.)

hours underwater despite extremely hazardous conditions within submerged hulls.

★ Boatswain, Ralph E. Fowler, USN, Los Angeles, Calif.: A volunteer diver engaged in Pearl Harbor salvage work, he unhesitatingly made numerous dives totalling more than 100 hours under water despite extremely hazardous conditions within submerged hulls.

★ Carpenter, William J. King, (CEC), USNR, Everett, Mass.: With expert technical skill and splendid initiative, he organized and directed the difficult ship repair work at an advanced base despite the serious disadvantage of lack of adequate equipment and material.

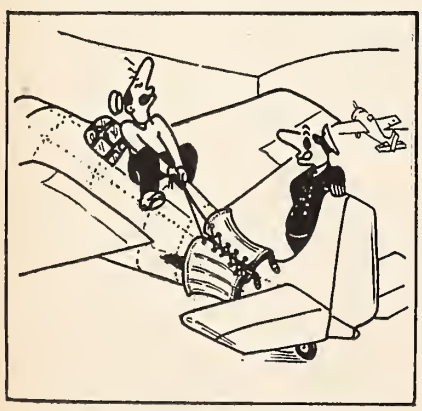
★ Gunner, William G. Knoepfel, USN, Everett, Wash.: Despite toxic concentrations of poisonous gases, fuel oil and debris in compartments of vessels salvaged at Pearl Harbor, he participated in extensive and dangerous underwater work and was responsible for recovery of valuable materials.

★ Donald E. Brotherton, CBM, USN, Beaver Falls, Pa., and Roy R. Roop, BM1c, USN, Ellicott City, Md.: When fire broke out in the hold of a transport during the invasion of Sicily, they fought through heavy smoke into the hold and assisted in hoisting to the upper deck a box of smoking chemical grenades, thereby preventing an explosion and probable loss of life.

★ Richard J. Cariens, MM1c, USCGR, Evansville, Ill.: Following an explosion in a rescue boat 22 September 1943, he boarded the craft and located and repaired the ruptured gasoline feed line despite the possibility of another explosion of the high-octane fuel.

★ John M. Cook, AMM1c, USN, Leo, S. C.: As turret gunner of a torpedo plane which crashed into stormy seas after take-off from a carrier, he pulled his unconscious pilot out of the sinking craft and dragged him to a hastily inflated life raft.

★ Hadie M. Griffis, BM1c, USN, Tifton, Ga.: When the USS *Hornet* was subjected to violent Japanese air attack, he dived back into the water after being rescued by a destroyer and assisted five of his comrades to safety. Before becoming exhausted, he also secured lines to two life rafts.



Dope Sheet (NAS, Norfolk)

"... And where, may I ask, did you find an authorization for such a repair?"

★ Lawrence S. Jurkovich, BM1c, USNR, Cincinnati, Ohio, and Leonard L. Lovelace, BM1c, USNR, Florence, Ala.: As members of a mobile firefighting unit when an Army train loaded with ammunition and gasoline was derailed at Licata, Sicily, 24 July 1943, they worked tirelessly to control the fire with utter disregard to their own safety and the danger of imminent explosions.

★ Stephen Evanisko, MM2c, USNR, Johnstown, Pa. (missing in action): Severely injured when thrown from a salvage vessel by the explosion of an enemy shell during the invasion of Sicily, he unhesitatingly removed his own life preserver and placed it near a shipmate who was in danger of drowning, despite the grave risk to himself.



Stephen Evanisko

★ Anthony Sanders, BM2c, USN, Baltimore, Md., and Lawrence T. Orsillo, F1c, USNR, Stoneham, Mass.: Members of a fire and rescue party attached to a transport anchored in Algiers harbor 16 July 1943 when a nearby cargo ship was wracked by fire and explosion, they voluntarily made their way between piles of blazing gasoline containers to cut the mooring lines so the burning ship could be towed clear of the harbor.

★ Eugene M. Bast, PhM3c, USNR, Cedar Falls, Iowa: During a transport landing at New Georgia Island, he unhesitatingly braved enemy fire to swim to the aid of a man swept away from a rubber boat. Despite rain and darkness, he brought the man back to the ship.

★ Ordell I. Bradshaw, MoMM3c, USCGR, Fort Worth, Tex.: Fighting swift and treacherous river currents, he plunged in and unhesitatingly went to the rescue of a drowning seaman who had gone down once. He reached the exhausted man and brought him to safety.

★ Thomas F. Burke, RM3c, USNR, Boston, Mass., and William L. Hull, SM3c, USN, San Francisco, Calif.: When their small cargo vessel came alongside the torpedoed and burning USS *John Penn* off Guadalcanal, they dived overboard, despite extreme danger of burning oil and wreckage, and fought their way to wounded men in the water, bringing four to safety and assisting in the rescue of many others.

★ Harry Fox, PhM3c, USN, Toledo, Ohio: Attempting to rescue an officer when a transport life boat foundered in the South Pacific, 20 July 1943, he made repeated dives, although hampered by an ill-fitting lifejacket, until he detached the heavy gear with which the drowning victim was encumbered. He was attempting to put a life belt on the officer when they were separated by the heavy sea.

★ William J. Johns, Sp(T)3c, USNR, Denver, Colo. (posthumously): When two U. S. subchasers were bombed and set afire during the assault on Sicily, he worked with outstanding courage to control the blaze until enemy bombs struck again and destroyed the craft.

★ Willard D. Persson, F1c, USNR, Newport, Oreg.: During rescue work off Guadalcanal, 13 August 1943, he swam to the aid of a wounded comrade despite burning oil, exploding ammunition and falling debris and towed him to safety. He assisted in picking up four other men who were helpless in the water.

★ Anthony J. Rizzi, RM3c, USNR, North Tarrytown, N. Y. (posthumously): Fatally wounded, burned and blinded by an explosion in his vessel during the invasion of Sicily, he dragged a severely wounded shipmate through a flaming radio room to an entrance where the man could be removed to safety.

★ Wilfred J. Hull, S2c, USNR, Windsor, Vt. (posthumously): When a plane from his carrier crashed on deck, he unhesitatingly rushed to the aid of the pilot. Before he could reach the trapped flier, the plane burst into flames, spraying him with burning gasoline. He was fatally injured.

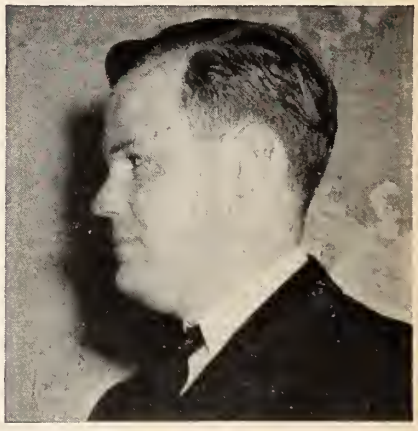
★ Boleslaus A. Mankus, S2c, USNR, Brooklyn, N. Y. (posthumously): When a plane crashed on the deck of his aircraft carrier, he unhesitatingly rushed to the aid of a crew member whose clothing caught fire in the rescue attempt. Frustrated in his valiant attempt, his own clothing caught fire and he succumbed to burns.

Gold Star in Lieu of Second



AIR MEDAL

★ Lt. (jg) Edgar I. Keers Jr., USNR, New Rochelle, N. Y.: Flying on three extremely difficult operations in the Kahili area, he led his planes with such skill that the missions were carried



Official U. S. Navy photograph

REMOVED JAP MINES: For his outstanding work as mine disposal officer in the Alentians area, Lieut. William C. Holmes Jr., USNR, of Dulnth. Minn., has received the Navy and Marine Corps Medal. His extraordinary skill and perseverance saved many lives which otherwise might have been lost and contributed materially to the success of our operations.

out without a single loss. He also destroyed a Zero and assisted in shooting down one bomber of a numerically superior hostile force.

★ Ens. Charles S. Williams, USNR, Auburn, N. Y.: On 22 July 1943, while acting as escort for our bombers in the Solomons area, he skillfully engaged a formation of attacking Zeros, shot down one in flames and assisted in driving off the others, enabling the bombers to complete their mission and return safely.



AIR MEDAL

★ Comdr. Whitmore S. Butts, USN, Harpers Ferry, W. Va.: Employing to the fullest extent his comprehensive knowledge, he invariably chose the most dangerous targets for himself and labored tirelessly in training his men for many successful attacks against strongly defended enemy positions in the Solomons area, March-June 1943.

★ Comdr. John L. Chittenden, USN, Massena, N. Y.: As commander of a patrol squadron in the Aleutians from July 1942 to June 1943, he courageously launched a lone dive-bombing attack against enemy installations in Kiska harbor and completed the mission despite the fact that his craft was heavily iced. In the face of the severest Alaskan weather, his expert skill contributed greatly to the success of our operations.

★ Comdr. Charles H. Ostrom, USN, Miami Fla. (posthumously): When he lead a flight of 15 fighters against numerically superior Japanese forces in the Solomons 30 June 1943, his division destroyed three enemy bombers, while his entire squadron accounted for 19 Zeros and 11 twin-engined bombers and completely disrupted the entire Japanese formation. During the period of his leadership his squadron accounted for a total of 60 enemy planes.

★ Lt. Comdr. Cecil K. Harper, USN, Coronado, Calif.: As commander of a patrol squadron in the South Pacific Area, 16-17 July 1943, he led a group of six aircraft in a vital attack on the Japanese base at Nauru Island and contributed largely to the success of his flight in inflicting severe damage on the enemy, despite terrific opposition.

★ Lt. Comdr. Francis R. Jones, USN, Philadelphia, Pa.: Although handicapped by adverse weather conditions, he took part in both day and night bombing covering the operations of our forces in Kiska harbor from 24 July 1942 to 11 July 1943. He led his flight repeatedly into hostile territory and successfully completed many hazardous missions.

★ Lt. Comdr. Theophilus H. Moore, USN, Durham, N. C.: During three periods of intense activity from March to July 1943, he led numerous torpedo and dive-bombing flights in the Solomons area. His expert ability to rendezvous his squadron enabled his pilots to fight clear of battle areas without the loss of a plane.

★ Lieut. Hartsel D. Allen, USN, Clarksburg, W. Va.: He took part in numerous hazardous missions in the Solomons area from 16 January to 17 May 1943 and during these attacks dropped tons of demolition, fragmentation and incendiary bombs on strongly fortified Munda Point and Vila Plantation.

★ Lieut. Leon T. Apgar, USNR, Monroe, La.; Lieut. Fred H. Gage Jr., USNR, Pensacola, Fla.; Lieut Floyd W. Goodrich, USNR, Rome, N. Y.; Lieut. Chester G. Livingston, USNR, Honolulu, T. H.; Lieut. Varnum W. Marsh, USNR, Minot, N. Dak., and Lieut. Merle T. Schall, USNR, Elderton, Pa. (missing in action): As patrol plane commanders attached to a squadron in the Solomons area from 26 March to 22 July 1943, they flew deep into enemy territory, frequently under hazardous weather conditions, and successfully carried out many combat missions despite terrific antiaircraft and fighter opposition.

★ Lieut. Norman E. Berg, USNR, Bremerton, Wash.: In addition to numerous dive-bombing missions, he participated in two successful night operations in Moila Point-Tonolei harbor, Bougainville, despite intense antiaircraft and fighter opposition. He also participated in numerous missions in the Solomons area from 10 March to 23 July 1943.

★ Lieut. Clyde W. Curley, USNR, San Mateo, Calif.: On the night of 10 January 1943 he contacted an enemy task force of six destroyers and one light cruiser off Cape Esperance and tracked it relentlessly, relaying information which enabled our surface forces to prevent the enemy from shelling our positions or landing forces. He also completed many hazardous night missions in the Solomons area.

★ Lieut. John S. Dalton, USN, Philadelphia, Pa. (missing in action): Fighting a force of numerically superior Japanese planes over Kahili, he courageously attacked with outstanding skill and fierce determination until his plane was forced down at sea five miles from a hostile base. During a period of intense activity, he led his squadron on numerous hazardous missions.



Recruit (NTS, Newport, R. I.)



Official U. S. Navy photograph

HERO OF PLANE CRASH: Robert E. Dearen, ACMM, USN, of Quinton, N. J., is congratulated by Rear Admiral Ingram C. Sowell, USN, following presentation of the Navy and Marine Corps Medal. When his plane crashed near Devil's Island, Nova Scotia, on 8 December 1941, Dearen, although suffering from shock and injuries, let himself down into the cold water to reach the rubber emergency boat and pulled loose the life raft retaining strap with his teeth, dragged the raft out of the plane and put it into commission.

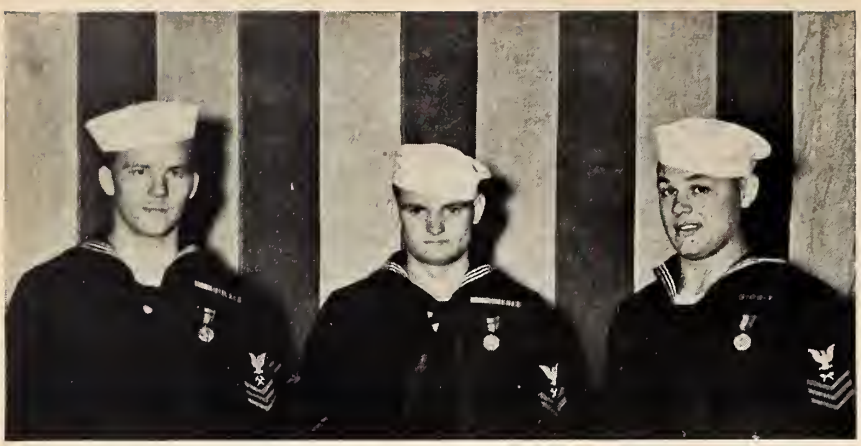
★ Lieut. Joseph P. Keigher Jr., USNR, Staten Island, N. Y.: Leading numerous dive and torpedo bombing flights against Japanese positions and shipping in the Solomons area from March to July 1943, he accomplished his missions despite determined antiaircraft and fighter opposition.

★ Lieut. James H. Kilker, USNR, Brighton, Colo.: By skillful planning and courageous determination, he enabled his crew to drop several tons of high explosive on vital enemy installations at Munda Point and Vila Plantation. On 15 January 1943 he flew deep into hostile territory at Buka Passage in order to bomb and release propaganda pamphlets on a village under Japanese control, contributing in large measure to reestablishing the natives' loyalty to the Allied cause.

★ Lieut. George J. Lenhart, USNR, Long Beach, Calif.: Spotting a Marine officer afloat in the vicinity of Catalina Island, after he had bailed out of his plane, he effected a precarious landing despite high wind and heavy seas, maneuvered alongside the dazed and helpless man, and hauled him abroad through a hatch. Unable to take off, he finally turned inshore and transferred the rescued officer to a Coast Guard boat.

★ Lieut. Hadley M. Lewis, USNR, Pasadena, Calif.: He successfully carried out many search, convoy and harassing flights in the Solomons, often in the face of hazardous weather conditions, from 24 December 1942 to 12 May 1943. On three occasions he piloted the spotting plane for night surface shelling of Munda Point and Vila Plantation. On another occasion, he relentlessly attacked Japanese ships.

★ Lieut. John C. Livezey, USN, Leonia, N. J. (posthumously): In addition to making several attacks against Japanese runways, installations, bivouac areas and supply dumps, he took part in a daylight strike against shipping in the Solomons area in which two



Official U. S. Navy photograph

HONORED BY BRITISH GOVERNMENT: These three enlisted men, and a fourth who was not present when the picture was taken, have been awarded certificates of Mention in Despatches by the British government. They also have received the Navy and Marine Corps Medal. Despite great danger from fire and exploding ammunition, they worked fearlessly to release men trapped in a British warship after she had caught fire as the result of a heavy air attack on Algiers in August, 1943. They are, from the left, Duane W. Mortenson, SF1c, USN, Moline, Ill.; Walter E. Kull, SF2c, USN, Savannah, Ga., and Edwin B. Harris, PM1c, USNR, Syracuse, N. Y. The fourth man is William M. Bone, M1c, USN, San Pedro, Calif.

vessels were sunk and a third damaged. He made many combat flights from April to June, 1943.

★ Lieut. Jack A. Mahony Jr., USN, Charleston, S. C. (posthumously): Completely disregarding his own safety, he struck courageously at a formation of 45 enemy bombers and fighters over New Gorgia Island, 1 July 1943. Making a powerful run he severely damaged one of the enemy craft before the furious speed of his dive tore the wings from his own plane and he dived into the sea.

★ Lieut. Henry G. McDonough, USN, Claysville, Pa.: On 17 July 1943, after locating the crew of an Army bomber which had crashed off Guadalcanal, he made an open-sea landing, took aboard eight survivors, including two wounded, and successfully flew back to his base.

★ Lieut. Charles H. Mester Jr., USNR, Langeloth, Pa.: While bombing and strafing ground installations at Rekata Bay on 17 October 1942, he was attacked by five enemy float planes. He destroyed one before being forced to make an emergency landing. Despite painful bullet wounds, he assisted his gunner ashore, administered first aid, and proceeeded through the jungle in search of help.

★ Lieut. Robert E. Nadeau, USNR, St. Paul, Minn.: Contacting a large enemy convoy and its 15-plane escort off New Georgia, 26 July 1943, he sent two hostile fighters down in flames. Avoiding damage to his own plane, he returned safely to base.

★ Lieut. Charles F. Nielsen, USNR, Forrest Hills, N. Y. (missing in action): By his familiarity with the area and skillful briefing of pilots, he contributed materially to the successful completion of vital combat missions in the South Pacific area from March to September 1943. He repeatedly disregarded his own safety to obtain first-hand knowledge of conditions faced by pilots.

★ Lieut. Erling G. Olson, USNR, Wildrose, N. Dak.: Undeterred by antiaircraft and adverse weather, he took part in many night missions deep into enemy territory in the Solomons area from December 1943 to April 1943, including strikes against hostile surface vessels and shore installations at Munda Point and Vila Plantation. On 4 February 1943 he tracked and assisted materially in dispersing a Japanese task force.

★ Lieut. William L. Pack, USN, Indianapolis, Ind.: When his plane went out of control in the Solomons area on the night of 25 December 1942, and he was forced into the sea during a torpedo attack on enemy shipping, he skillfully flew his damaged craft off the water despite a terrific antiaircraft barrage and returned safely to his base. Later he made many trips into hostile territory, including search patrols, convoy flights and bombing attacks.

★ Lieut. Norman E. Pederson, USNR, Brooklyn, N. Y.; Lieut. Ronald F. Stultz, USN, West Union, Ohio, and Lt. (jg) Norman F. Bockelman, USNR, Sedalia, Mo.: In combat against enemy Japanese forces in the Solomons area from December 1942 to May 1943, they participated in numerous hazardous missions and attacks against surface craft and shore installations. Lieutenant Stultz made a daring open sea landing to rescue a fighter pilot. Lieutenant Pederson contributed greatly to the defense of our positions. Lieutenant Bockelman tracked down an enemy surface force and enabled our aircraft to destroy two hostile vessels.

★ Lieut. William M. Shehan Jr., USNR, Easton, Md.: On the night of 4 February 1943 he contacted and tracked a Japanese task force in the Solomons area and damaged a destroyer despite poor visibility. By his frequent reports he enabled our planes to defend their positions at Guadalcanal. He also made many hazardous flights deep into enemy territory.

★ Lieut. Donald H. Shiley, USNR, Elmhurst, Ill. (missing in action): Operating in the Solomons area from December 1941 to July 1943, he continuously displayed cool courage and utter disregard for his own safety in pressing home attacks and carrying out assigned missions against the enemy.

★ Lieut. Stanley R. Stanul, USNR, Two Rivers, Wis.: On the night of 17 January 1943, he participated in a bomb ing attack on the enemy airfield at Kahili and with utter disregard for his own safety remained over the target for two hours to drop his bombs on vital installations. He also completed many other missions over hostile territory.

★ Lieut. Albert W. Stichka, USNR, Ontario, Calif.: On two occasions in the face of intense antiaircraft fire, he remained dauntlessly over heavily fortified Munda to drop his bombs on vital targets and return safely to his base. On the night of 12 May 1943 he piloted the spotting plane which supplied valuable information to the task force bombarding Munda Point.

★ Lieut. Jesse J. Walker Jr., USNR, Natchitoches, La.; Lieut. Max E. E. Woyke, USN,, New York, N. Y.; Lt. (jg) Gene C. Anderson, USNR, Des Moines, Iowa; Lt. (jg) John W. Aulson, USNR, Waukegan, Ill.; (Lt. (jg) David A. Beck, USNR, Boxley, Ga. (missing in action); Lt. (jg) James H. Bell, USNR, Elwood, Ind.; Lt. (jg) George K. Bomberger, USNR, Lebanon, Pa.; Lt. (jg) Kilmer S. Bortz, USNR, Washington, D. C.; Lt. (jg) David E. Braden, USNR, Milwaukee, Wis.; Lt. (jg) James S. Brown, USNR, San Bernardino, Calif.; Lt. (jg) John R. Campbell, USNR, Star Junction, Pa.; Lt. (jg) Raymond L. Earl USNR, Monroe, La.; Lt. (jg) Joseph J. Eisenhuth, USNR, Orwigsburg, Pa.; Lt. (jg) Harry A. Fredrickson, USNR, Spokane, Wash.; Lt. (jg) Ralph Hein Jr., USNR, Jamaica, N. Y.; Lt. (jg) J. C. Hogue, USNR, Overton, Tex.; Lt. (jg) Charles T. Larsen, USNR, Twin Falls, Idaho; Lt. (jg) Warren P. Lutey, USNR, Marquette, Mich.; Lt. (jg) Everett E. Newman, USNR, San Antonio, Tex.; Lt. (jg) John C. McCollum, USNR, Boulder, Colo.; Lt. (jg) Richard F. Cyr, USNR, Fresno Calif.; Lt. (jg) William L. J. Strahan, USNR, Wadsworth, Ill.; Lt. (jg) Thomas Jack Warren, USNR, San Francisco, Calif., and Lt. (jg) William A. Wright, USNR, Port Sanilac, Mich.: As dive bomber pilots attached to Bombing Squadron 21 operating in the Solomons area from 26 April to 26 July 1943 they took part in many hazardous raids against enemy shore installations, troops concentrations, supply dumps and shipping. They skillfully paved the way for the further advance of our troops and fought with cool courage and grim determination.

★ Lieut. Ray C. Tylutki, USN, Cicero, Ill.: Taking part in a hazardous rescue mission off Munda Point, he piloted his plane to within a short distance of the enemy base, skillfully maneuvered through dangerous coral

reefs, made a successful landing and picked up survivors. He participated in numerous missions from 15 December 1942 to 29 April 1943.

★ Lieut. Leopold Weidlin, USNR, St. Albans, N. Y.: Engaging in numerous glide-bombing attacks against Japanese forces in the Solomons from March to July 1943, he also provided accurate and timely information on artillery and enemy troop movements and displayed high navigational skill in dangerous minelaying operations.

★ Lieut. Charles W. Winterbottom Jr., USNR, Springfield, Ill.: In action against Japanese forces in the Solomons from March to July 1943, he engaged in numerous attacks and displayed exceptional navigational and flying ability in the hazardous assignment of laying mines in the Buin-Faisi area.

★ Lieut. Roger M. Wolfe, USN, Pomona, Calif.: On night search missions in the Solomons for the first five months of 1943, he led his squadron in bombing and harassing strongly fortified enemy bases at Munda Point and Vila Plantation. Forced down at sea 27 January 1943, his plane sank almost immediately, but he succeeded in getting all his crew to safety on a nearby island.

★ Lieut. David G. Woosley, USNR, Escondido, Calif.: Often in the face of intense antiaircraft fire, he made many night flights deep into hostile territory including attacks against the heavily fortified Japanese air base at Munda Point and an attack on an enemy task force in the Solomons area.

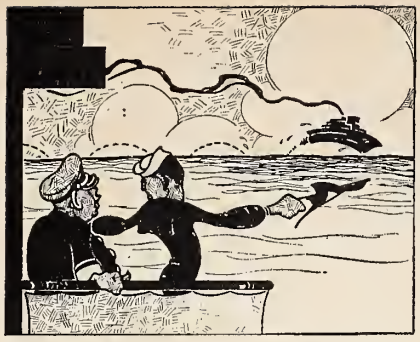
★ Lt. (jg) Paul E. Babel, USNR, Pawtucket, R. I. (posthumously): Taking part in numerous combat flights from Henderson Field from April to June 1943, he flew on two successful expeditions in the Kahili-Shortland harbors and contributed to the sinking of one enemy destroyer and one cargo ship and the damaging of another destroyer.

★ Lt. (jg) Robert F. Bergeron, USNR, Brockton, Mass.: In addition to numerous dive-bombing missions against Japanese positions, he participated in a strike against a beached Japanese destroyer at Kolombangara and scored a direct hit on the vessel despite intense antiaircraft fire.

★ Lt. (jg) Baker A. Bradenbaugh, USNR, Pittsburgh, Pa.: During 17 dive-bombing missions against Japanese positions and shipping in the Solomons from March to July 1943, he effectively damaged a hostile cargo ship and scored a direct hit on a beached Japanese destroyer at Kolombangara.

★ Lt. (jg) Donald R. Burke, USNR, Los Angeles, Calif. (posthumously): With grim determination and utter disregard for his own safety, he made numerous combat flights from Henderson Field from April to June 1943 and made successful raids on enemy runways, antiaircraft positions, bivouac areas and supply dumps. He also flew on two successful minelaying expeditions.

★ Lt. (jg) Moreno J. Caparrelli, USN, Plainville, Conn.: Despite hazardous weather, he successfully completed numerous night missions including two assaults against Munda Point, when



Spindrift (Pre-Flight School, Iowa City, Ia.)

"He says the quartermaster has the hiccups!"

he daringly flew in the face of heavy antiaircraft fire to drop bombs on vital positions.

★ Lt. (jg) Stuart M. Cavan, USNR, Delhi, N. Y.: In numerous attacks on shore installations and enemy harbors in the Solomons area, he displayed exceptional navigation and flying ability. He also accomplished two difficult operations in the Buin-Faisi area despite blinding illumination and persistent antiaircraft and fighter opposition.

★ Lt. (jg) William W. Gardner, USN, San Diego, Calif.: Taking off 16 December 1942 to locate the crew of a Flying Fortress shot down in the Solomons area, he made a daylight flight through a combat area, rescued 10 survivors, and took off again from the rough sea to bring all back to safety.

★ Lt. (jg) Howard R. Henrikson, USNR, Cranston, R. I.; Lt. (jg) William H. Paine Jr., USNR, San Francisco, Calif., and Ens. John Dittgen Morrison Jr., USNR, Ridgefield Park, N. J.: On 17 July 1943 they carried out a daring daylight strike against Japanese shipping in Kahili harbor and contributed materially to the complete destruction of seven enemy ships and 49 aircraft. They also flew numerous combat missions against enemy ships and installations during a period of intense activity.

★ Lt. (jg) Herbert C. Hogan, USNR, Oak Park, Ill.: In addition to numerous dive-bombing missions against enemy shore installations, he participated in a strike against Japanese shipping in Kahili harbor and scored a direct hit on a cargo vessel which exploded and sank. He completed many missions in the Solomons area from 10 March to 22 July 1943.

★ Lt. (jg) Edward F. Hughes, USNR, Medford, Mass. (missing in action): Fighting with outstanding courage, he consistently launched accurate dive-bombing attacks against strongly fortified positions in the Solomons area from April to July 1943 and contributed to the sinking of four Japanese destroyers.

★ Lt. (jg) Randall K. Kennon, USN, Red Oak, Iowa: On the night of 14 January 1943 he contacted a Japanese task force of seven destroyers and two cruisers heading in the direction of Cape Esperance and relentlessly tracked the hostile ships until our forces arrived and engaged the enemy. He made many hazardous night runs, harassing, bombing, convoy and search missions.

★ Lt (jg) Jack R. Kreigh, USNR, Columbia, Mo.: In action against the Japanese in the Solomons area from March to July 1943, he often operated at the maximum range of his plane and took part in numerous bombing and strafing raids against enemy shore installations and shipping.

★ Lt. (jg) Walter P. Leadbetter, USNR, Wollaston, Mass. (missing in action): Taking part in numerous flights from Henderson Field, he carcried out his assignments with cool courage. During a night operation in Kahili harbor he overcame extremely difficult navigational hazards to complete his mission.

★ Lt. (jg) Richard F. Matthews, USNR, Kansas City, Mo.: Often operating at the maximum range of his plane during action against the Japanese in the Solomons from March to July 1943, he pressed home numerous attacks and accomplished vital missions despite damaging hits on his own craft.

★ Lt. (jg) Omar C. Menohar, USNR, Ligonier, Pa.: Attacked by a large formation of Zeros in the Solomons 13 July 1943, he sent one plane crashing in flames. Later, he helped in routing float planes which attempted to attack a flight of our bombers. He destroyed one enemy plane in this action.

★ Lt. (jg) Edward M. Peck, USNR, Shreveport, La.: During two periods of intense activity, February-March and early June, 1943, he flew two vital missions against Japanese forces of 16 and 20 destroyers in the Solomons area. He participated in several other strikes against Japanese shipping and also served as flare plane for other bombers.

★ Lt. (jg) Lester A. Powers Jr., USN, Cottage Grove, Oreg.: He rendered valuable assistance as radioman-gunner of a dive-bomber in the Solomon Islands from September to November 1942, when several Japanese warships were severely damaged and four or five transports sunk. On 19 October he aided in the destruction of a float-type plane.

★ Lt. (jg) Robert J. Reising, USNR, Evansville, Ind.: Engaging in numerous missions in the Solomons area from March to July 1943, he operated many times at the maximum range of his plane and pressed home his attacks with fierce determination in the face of intense opposition.

★ Lt (jg) Irvin E. Rink, USNR, Wichita, Kans. (missing in action): Fighting off a superior force of Japanese fighters in the Solomons area, 4 August 1943, he enabled a rescue ship he was escorting to escape undamaged. He participated in many other combat missions.

★ Lt. (jg) Charles W. Schnabel, USNR, Cuyahoga Falls, Ohio: On 17 July 1943, when his flight of bombers carried out a daylight strike on Kahili harbor shipping, he contributed greatly to the complete destruction of seven Japanese ships and 49 aircraft. He also flew numerous combat missions during a period of intense activity in the area.

Prisoners of War

(Continued from Page 27)

that you are well or otherwise, and where you are being held.

You have the right to receive letters as well as to send them, and to receive parcels of food, tobacco, comforts, clothing and books. You have the right to legal help in signing legal papers, if needed, or at a proper trial for any serious infringement of camp discipline. By custom, you share equally with other prisoners of your nationality in any collective shipments of relief supplies sent to the camp.

Your camp must be in a healthy place, provided with water, heat, sanitary facilities, space for exercise, and canteens where incidentals may be purchased. Monthly medical inspection —oftener if necessary—must be provided, as well as a camp infirmary. A seriously ill prisoner must be admitted, at the expense of the detaining power, to a military or civil hospital for treatment.

The quality and quantity of your food should be the same as that given to depot or base troops of the detaining power. Clothing, underwear and footwear are to be supplied, and any personal effects taken from you at time of capture must be saved and returned to you. (Suggestion: get a receipt.)

In cases where the detaining power fails to provide clothing for prisoners, the Army and Navy make such clothing available to the Red Cross for distribution. Insignia of rank can also be provided, and you may wear it in prison camp. Many thousands of such sets have already been sent abroad to American prisoners of war.

As prisoners, enlisted men have the right to set up their own organizations for dealing with the camp commandants and others concerned with care of prisoners. They elect a camp leader —the *Homme de Confiance*, meaning not so much "confidence man" as most Yanks would understand the term, but "trusted man." Any prisoner has the right to bring grievances to the trusted man's attention, and he in turn has the right to discuss these in private with representatives of the protecting power when they visit the camp, with no enemy official present.

If you're an officer, you're not required to work, although you may do so, on your own request, if suitable employment can be found. Noncommissioned officers are required to do only supervisory work, but may request to work for pay if they wish. Although non-coms need not work, many do, for one or both of two reasons: the income, however slight, and to have something active to do. Privates and non-rated men must work if required, but are entitled to wages.

You may not be employed in dangerous or unhealthy work, nor in any work directly connected with military operations, such as manufacturing or transporting arms or munitions or combat material.

Provided they are in good health, prisoners of war, by making application in writing and payment of premiums, may secure National Service Life Insurance within a maximum of $10,000 and a minimum of $1,000, in multiples of $500. Red Cross representatives can furnish information and advise how applications and medical examinations may be made and submitted.

How long do you *stay* a prisoner of war? What are your chances of getting home, apart from escape, that is?

If hale and hearty, you are probably in for the duration. There are no provisions for repatriation of prisoners during this war unless they are totally incapacitated.

The procedure is outlined in Article 68 of the Geneva Prisoners of War Convention, which provides that:

"Belligerents are bound to send back to their own country, regardless of rank or number, seriously sick and seriously wounded prisoners of war, after having brought them to a condition where they can be transported. Agreements between belligerents shall accordingly settle as soon as possible the cases of invalidity or of sickness entailing direct repatriation."

The selection of those to be repatriated is determined by a Mixed Medical Commission, composed of two neutral doctors and one from the detaining power.

Doctors, chaplains and enlisted medical personnel *who are not needed for the care of their fellow prisoners* are also entitled to repatriation under the agreements and in accordance with the provisions of the Red Cross Convention. The ships carrying repatriated prisoners sail under safe-conduct guarantees and carry neutral International Red Cross Delegates as observers.

How do we find out about prisoners of war? Know when they're captured, where they've been taken?

If you are taken as prisoner, the country capturing you is known as the detaining power, and your existence as a prisoner is reported to the Prisoners of War Information Bureau in that country. Your name is then cabled to the Central Agency for Prisoners of War of the International Red Cross Committee in Geneva, Switzerland.

Here your name will be listed and filed—the International Committee's card index of 12,000,000 cards being one of the largest in the world. Your name is then transmitted to the United States, to the organization which has cognizance over all information regarding American prisoners of war: the Prisoner of War Information Bureau, Provost Marshal General's Office, War Department, Washington 25, D.C.

First notification to your family of your status would ordinarily come from the Bureau of Naval Personnel. (If Marine Corps, from their Casualty Division; if Coast Guard, from their Personnel Division). After that, *all* information concerning you would come directly from the Prisoner of War Information Bureau, and they would be in charge of all correspondence or inquiry concerning your status. In general, it can be presumed that any information PWIB has, it passes on; if your family heard nothing, it would be because PWIB had no information on you.

In case the Navy knew only that you were "missing" and there had been no notice of your being captured, you would be carried in the "missing" status for at least twelve months, with pay and allowances continuing to be credited to your account.

At the expiration of the twelve months, an exhaustive investigation would be made of all the circumstances

MEDAL OF HONOR

At the time the INFORMATION BULLETIN of December 1943 published pictures of naval personnel to whom the Medal of Honor was awarded during the first two years of the present war, no photograph was available of Peter Tomich, CWT, USN, who gave his life to protect others in the USS *Utah* at Pearl Harbor on 7 December 1941. A snapshot of Tomich has since been found and is reproduced above.



Peter Tomich

In the same article, through an error resulting from similarity in names, the BULLETIN used an incorrect picture for another Medal of Honor winner, Ens. Herbert C. Jones, USNR. At right is a picture of the Ensign Jones to whom the nation's highest military decoration was awarded posthumously for helping others to safety, while refusing aid for his own mortal wounds, in the USS *California* during the attack on Pearl Harbor.—ED.



Ens. Jones

surrounding the "missing" status. The Secretary of the Navy would then decide either to continue the "missing" status or make a finding of death, the presumptive date of death then becoming the day after the expiration of the 12 months' absence.

The two principal agencies that deal with prisoners of war are the International Red Cross and the YMCA.

Besides maintaining a central agency for prisoners of war at Geneva, which serves as a clearing house for all information about prisoners and internees, the Red Cross maintains a relief division, which handles and supervises the distribution of all collective relief shipments for prisoners of war.

Under arrangements with the Red Cross, the International YMCA has assumed the responsibility for recreation, educational and spiritual needs of prisoners of war and provides books, games, athletic equipment, musical instruments, etc.

In the Far East, YMCA representatives have also been able to purchase gardening and carpentry tools, and seeds, for distribution in the camps.

There are 67 YMCA War Prisoners' Aid representatives visiting or serving prisoners, plus perhaps 1,000 or so camp leaders among the prisoners themselves. All blinded British prisoners in Germany have been brought to one camp to learn Braille and for professional re-education. In a camp for Polish officers in Germany, over 2,000 men were enrolled in an educational program which embraced practically every subject that would be offered in a large university. One camp asked a "Y" Secretary to get two monkeys and an alligator for the camp zoo. He made good. The War Prisoners' Aid Committee in Tokyo, composed of Swedes and Swiss, has announced the purchase and distribution of books, musical instruments, indoor games and athletic equipment to prisoners in seven camps in Japan, Korea and Formosa.

The Vatican City State, having the status of an independent neutral state, and having representatives throughout the world, has facilities for handling communications across enemy lines. These facilities are available in the United States for a message service by mail between prisoners of war and their relatives here. Standard forms allowing for 25-word messages are used, and cleared with Office of Censorship. They are handled locally in the U. S. through units of the Roman Catholic Church.

In addition to the Vatican communication service, other forms of communication with a prisoner of war are (1) regular mail channels, guaranteed by treaty; (2) Red Cross cable service, for urgent messages; (3) in situations where no news has been received for some time, International Red Cross Committee airmail inquiry forms are available.

The problem of protecting security if you are ever taken prisoner is on the surface a simple one, if you adhere to the admonition to tell only what is required of you, as has been stated: your name, rank or rating, and service or file number. However, there are many pitfalls for the unsuspecting who fall too easily into conversation or fall prey to the temptation to "outsmart" the enemy. Since the enemy makes a profession of what you may be indulging in merely as a momentary (and costly) hobby, this is not encouraged. You're playing the other fellows' game, and with his dice at that.

More Than an Even Break

(Continued from Page 12)

in battles, and to grant leniency to one of them in such a case would be to condone such action and would necessitate leniency for all, and that can't be done, for the good of the Navy, the country and the war effort. Our good fighters must observe Navy discipline, just the same as the men who never see action."

The record then went to the captain's immediate superior in command, the admiral serving as commandant of the naval district. The admiral held the same power of review, the same authority to remit or mitigate, as did the captain. Mac didn't know it, but he was getting another appeal. No such thing as that in civilian life.

On the record in the case, the admiral approved the captain's action and from the admiral the record went to Washington, to the office of the Judge Advocate General of the Navy, for the proceedings to be verified as to their legality.

In cases where specifications are totally defective, in failing to allege an offense, the Judge Advocate General's office may recommend to the Secretary of the Navy that the entire case be thrown out. A new trial may be ordered by the captain on correctly drawn specifications if he so desires, and if the accused has not served any portion of the sentence.

Assuming the proceedings comply fully with naval law, the record is then subject to review by the Bureau of Naval Personnel for recommendation to the Secretary of the Navy regarding the disciplinary features of the case.

Naval law is full of interesting cases, humorous and tragic, odd and unusual, where the saying, "truth is stranger than fiction," can be applied. But before recounting some of these cases, other points should be stressed regarding the general system of Navy court procedure. A majority of defendants are found guilty. The real reason for the high percentage of convictions is the fact that every case is thoroughly investigated and a court-martial is not awarded unless there is strong justification for it.

Once cases go to trial, there is only one aim, to administer justice and maintain discipline for the good of the service—but because most innocent men have been cleared prior to court-martial, a majority of cases actually tried result in conviction.

Naval courts are orderly, efficient and factual. Of course, oratory might creep in now and then, as for example, that displayed by a recorder in the Summary Court-Martial trial of a sailor charged with drunkenness. Friends of the accused had testified in his favor.

The recorder rose to the heights. "We claim," he said, "that their testimony was clouded by alcohol, mellowed by time and sweetened by friendship. It should, therefore, be regarded as non-factual."

With some cases go a resulting offense—breaking arrest. A sailor in the brig or prisoner-at-large on his ship or station who breaks out and regains freedom is guilty of breaking arrest and this added to his other offense makes the penalty he pays all the greater.

Men who have legitimate and valid excuses for needing emergency leave—trouble at home, illness in the family, and so on, are given every consideration, consistent with the exigencies of the service. They should ask for leave officially. The reasons they give may be investigated—a routine made necessary, whether we like it or not. But the investigation is as much to establish the necessity for your leave as it may be to establish the lack of necessity.

One sailor told a sad story to a court-martial. He claimed his father was ill, that he himself went A.W.O.L. because he couldn't get leave. The Navy made its own inquiry, found the boy's stepfather was ill while his father was alive and well in the same town.

Such cases bring in still other excuses for being A.O.L. or A.W.O.L., including missing the train, oversleeping due to not being called, that the folks at home are "broke" and need personal and financial assistance, etc., etc. . . .

Some men absent over or without leave are within the toils of civil law. In cases where they are tried by civil courts, time lost by such detention and trial is not considered time absent over or without leave if the defendant be acquitted. However, if he be convicted



Hoist (NTS, San Diego)

"But darling, I thought they were your friends."

by civilian authorities, time spent in civil jail or prson is reckoned as time over or without leave. Conviction in state, county or city courts is not a bar to trial by naval courts. Trial by Federal Court, however, precludes a naval trial for the same offense.

When a fellow decides to go A.W.O.L., he can pick the strangest places, even Guadalcanal. One marine on Guadalcanal, for instance, was disgusted with his dull life (he was in the rear echelon), so he went A.W.O.L. and hitched a ride on a ship to join the forward echelon on Bougainville Island. This marine had been ill, and he also feared that he would be sent back to the States, surveyed and given a medical discharge before he could get into action. He didn't stand so well in his old home town, it seemed, and he figured he could live down his bad reputation there if he could go home with a fighting record.

On the ship bound for Bougainville, the marine took over a machine gun during a Japanese air raid and shot down a Jap torpedo plane. At Bougainville, he managed to join his outfit, safely evading any questions by officers along the way. Once in the front lines of the Bougainville beachhead, the marine went on patrol missions and on more than one occasion infiltrated the enemy lines. He was finally discovered, returned to the rear echelon and held for Summary Court-Martial. No one has anything but admiration for his bravery and desire for action, but if everyone in a rear echelon took matters in his own hands, there soon would be no rear echelons.

Violation of censorship regulations is another offense that results in Navy courts-martial. This includes unauthorized interviews to newspapers, as witness the man who returned home from the Southwest Pacific. On his first night at home, he visited a tavern and forthwith drank too much. Next morning, he awakened at home with nothing but a hangover until he read the morning paper. There, on the front page, was his picture and an interview in which he had told the strange story of the Japanese "women marines."

These women marines would drop like monkeys out of trees in the Pacific jungles, the newspaper quoted the returned sailor, and they would start undressing in front of American fighting men and making strange noises. "Me woman marine, me like Yankee," they would say. Just then, Japanese male soldiers and marines would appear and start shooting the Americans. The sailor told the reporter for the home town paper that such tactics were very unfair.

Naval authorities read the story, investigated it and declared it fictitious. They decided to court-martial the man who gave it out on grounds he lacked proper permission. He pleaded guilty before a summary court, admitting it was all fantasy and that he cooked up the story because he was intoxicated and wanted to get publicity in the home town.

A record of good conduct in previous service weighs heavily in a man's favor, all other factors being equal.

At this point, it is well to consider the subject of misconduct and the consequences of misconduct which affect not only the man guilty of it but the members of his family—his dependents —as well.

Naval justice deals not only with crime, with violations of regulations affecting conduct toward others, but also with acts of carelessness, negligence, foolishness, recklessness—whatever you wish to call it. And sometimes the man who commits such acts injures nobody but himself.

For example, if you wound yourself by your own misconduct, you may forfeit the right to all pensions and other compensation when you leave the service. The final decision in such cases rests with the Veterans' Administration.

If a man is killed and his death is held by a Navy Board of Investigation as due to his own misconduct, his beneficiary—usually his wife or his mother —will not be paid the usual six months' base pay death gratuity that goes to beneficiaries of Navy dead.

In the last few years, there have been several cases of careless handling of firearms in the records of naval justice in which the men were not only deliberately and grossly careless, but they also violated the navy regulations on handling of firearms. Such an offender endangers not only his own life but the lives of others in the naval service.

Frequent offenders in the field of misconduct are the drivers of Navy cars, buses and trucks, the boys who haven't been cured of the heavy foot they placed on the accelerator in the peacetime days when gasoline and tires were plentiful. Excessive speed, a sharp curve, running through a red traffic light, crash, bang, injuries and death. If the injuries or the death of the man at the wheel are held due to misconduct, there you are again. The same thing goes for the aviation pilots who are inclined to get fancy or reckless in the air, with their own lives—representing the Navy's investment in their training—and with the Navy's property. Recklessness, like crime, doesn't pay.

The greatest punishment that can be meted out by naval justice, except for long term imprisonment or death, is the D.D.—dishonorable discharge. In effect, it may make a man an outcast for life. He experiences difficulty in landing a job.

Consider this question: Would you hire a man who had been dishonorably discharged from the armed service of his country? The answer is obvious. An employer who pays money for help wants a fellow with a halfway record of loyalty.

The B.C.D.—bad conduct discharge —lesser of the two penalties (D.D. and B.C.D.), carries with it a great stigma also. When a naval court gives it to anybody, it's very well considered. Men in the Navy get every chance in the world, and when the Navy throws them out, it means they must have deserved it.

Most offenses committed are military in character—usually committed by youngsters. The natural tendency is to give a man who commits a first offense a chance to rehabilitate himself. The Navy even does that in its prison administration, so that if a man straightens up, he may be allowed to return to active duty for another chance.

With about two and a half million men in the Navy, there is no increase in the proportion of offenses committed. The conduct of the Navy's men, considering the tremendous increase in the service, is excellent. This leads to the belief that their minds certainly are on doing their job in the Navy.

BuPers
POSTING MATTERS OF PARTICULAR INTEREST AND IMPORTANCE TO NAVAL PERSONNEL
BULLETIN BOARD

HOW AND WHEN YOU MAY VOTE (V)

Senate Bill 1285, concerning servicemen's voting, has been approved by the Congress and was awaiting Presidential action as the INFORMATION BULLETIN went to press.

The following has been prepared to outline its provisions:

The bill deals with the use of two forms of absentee ballots: first, ballots provided under State law, and, secondly, official Federal war ballots.

The bill provides for the distribution of postcards to all servicemen of voting age not later than 15 August outside the United States and not later than 15 September within the United States prior to a general election at which electors for President or members of Congress are to be voted for. The bill recommends to the several states the acceptance of such postcards as applications for state absentee ballots containing the names of candidates for Federal, State and local offices and as applications for registration under such states' election laws in both primaries and general elections. The majority of the states have provided that the postcards be so accepted.

The state may send the ballot by air mail free of postage.

As supplementary to the states' absentee voting procedures there is provided an "official Federal war ballot." It contains spaces for the writing in of the names of the candidates for President, Senator and Representative for whom the serviceman desires to vote in a general election.

No application is necessary in order to obtain this ballot. It would be furnished at the appropriate time by the commanding officer to:

1. A serviceman both inside and outside the United States if the Governor of his state certifies prior to 15 July that his state has made no provision for absentee voting and that the use of the Federal ballot is authorized by the laws of such state, or
2. A serviceman outside the United States if the serviceman states in his oath (such oath is printed on the inner envelope) that, prior to 1 September, he made application for a State absentee ballot but, as of 1 October, has not received it and if the Governor of his state certifies prior to 15 July that the use of the Federal ballot is authorized by the laws of such state.

Such states would be determined by the War Ballot Commission on 15 July.

The bill provides that the oath must be subscribed before a commissioned officer, any petty officer (third class or higher) or a non-commissioned officer not below the rank of sergeant.

The Navy is directed to return all ballots from overseas by air, if possible.

There are provisions to prevent fraud, to protect voters against coercion of any sort and to safeguard the integrity and secrecy of the ballots.

The information below is based on the federal and state law as it existed on 15 March 1944.

The final action on Senate Bill 1285 (see above), in no way alters the essential statements of what follows.

IF YOU LIVE IN ANY OF THE STATES LISTED THIS INFORMATION OF VOTING IS OF INTEREST TO YOU

State	Election* Date	Earliest date state will receive soldiers' application for: "official war ballot" covering only federal offices to be voted on	Earliest date state will receive soldiers' application for: regular state absentee ballot covering all offices to be voted on	Latest date application for ballot will be received	Date on or before which executed ballot must be received back in order to be counted
Ala.	2 May 30 May	Not applicable Not applicable	12 April 10 May	26 April 24 May	2 May 30 May
Calif.	16 May	At any time	At any time	10 May	Must be marked by 16 May and received by 1 June
Fla.	2 May 23 May	At any time At any time	At any time At any time	No time limit No time limit	2 May 23 May
Idaho	13 June	Not applicable	At any time	No time limit	13 June
Ill.	11 Apr.	13 March	13 March	6 April	11 April
Ind.	2 May	2 April	2 April	17 April	2 May
Iowa	5 June	At any time	At any time	No time limit	5 June
La.	18 Apr.	Not applicable	At any time	No time limit	18 April
Maine	19 June	Not applicable	At any time	No time limit	19 June
Md.	1 May	At any time	17 March	27 April	Must be marked by 1 May and received by 8 May
Nebr.	11 Apr.	Not applicable	12 March	9 April	Must be mailed by 10 April and received by 14 April
N. J.	16 May	At any time	At any time	No time limit	16 May
N. Mex.	6 June	Absent voting is prohibited by the State Constitution			
N. C.	27 May	At any time	At any time	No time limit	27 May
N. Dak.	27 June	At any time	At any time	No time limit	27 June
Ohio	9 May	9 April	9 April	4 May	5 May
Oreg.	19 May	At any time	19 April	8 May	13 May
Pa.	25 Apr.	6 March	6 March	** 25 March	Must be mailed by 25 April and received by 5 May
S. Dak.	2 May	At any time	10 April	No time limit	2 May
W. Va.	9 May	Not applicable	At any time	29 April	9 May

* All elections listed in this box are primary elections except for the State of Louisiana, which holds its regular election for state or local officers on date shown.

** Application for "Official War Ballot" covering only Federal offices will be received by Pennsylvania without time limit.

BuPers BULLETIN BOARD

Any change in state law would further liberalize the provisions outlined below. However, servicemen from Ohio are urged to keep informed of legislative action by that state.

The following five points are emphasized:

1. The use of the printed postcard application, which is available from the commanding officer, is permissible in the primaries of all states listed below, except Nebraska.

2. The serviceman applicant for a primary ballot must state his party affiliation or preference.

3. The serviceman applicant should print or type his name and address under his signature on the application.

4. The serviceman, upon receiving his absentee ballot, should execute it in accordance with accompanying instructions and return it at once.

5. Any question as to the eligibility of a serviceman to obtain a complete state ballot should be immediately referred to the Secretary of State of the state of his residence.

ALABAMA

Alabama holds its first Democratic primary on 2 May and its run-off Democratic primary on 30 May. There are no Republican primaries in Alabama.

The serviceman, desiring to vote in the coming Democratic primaries, makes application to the probate judge of his home county not more than twenty (20) days or less than five (5) days before primary day. No special form of application is required. A separate application must be made for each primary. Registration and payment of poll tax are required by state law in order to vote in these primaries.

CALIFORNIA

California holds its primaries on 16 May.

The serviceman desiring a ballot may make application at any time. While registration is necessary under the state law affecting these primaries, if any applicant is not registered, a ballot will be forwarded to him with an accompanying affidavit. When the ballot and the affidavit are made out and received back in California, it will constitute registration.

FLORIDA

Florida holds its first primary on 2 May and its run-off primary on 23 May. One postcard application is sufficient for both primaries. Registration is not required. The serviceman must be stationed outside the state. If a voter has never been registered, it is expected that the local canvassing board will record his votes for candidates for federal offices only. Application should be made at once.

IDAHO

Idaho holds its primaries on 13 June.

Registration is required by the state law affecting these primaries. If an applicant has failed to vote in the last general election, his registration is cancelled. An absent serviceman may register by applying in writing under oath to the clerk of the board of commissioners of the county of his residence for a form of elector's oath, which if executed and returned before Saturday, 10 June, will constitute registration.

ILLINOIS

Illinois holds it primaries for the nomination of candidates for both federal and state offices on 11 April. By special provision the names of candidates for state, county and local officers are printed on the special war ballot.

Amendments to the election laws, recently enacted by a special session of the Illinois legislature, are not effective until after the coming primary.

INDIANA

Indiana holds its primaries on 2 May.

If the printed postcard is used, the serviceman should strike out the words "official war ballot" and insert "state absentee ballot." The state law provides that to obtain such a primary ballot, the applicant must be registered.

IOWA

Iowa holds its primaries on 5 June.

No previous registration is required.

The servicemen desiring to vote in these primaries should make written application at once to the county auditor of the county in which he claims a voting residence. The applicant must state his residence (including street address, if any), his age, length of residence in the city or town, county and state and his party affiliation.

If the postcard application is used and includes the above information, it will be honored.

LOUISIANA

Louisiana holds its regular election for state or local officers on 18 April. Because no federal officers are chosen at this election, the Ramsay Act does not give to the serviceman any right to vote greater than that provided by the state law.

However, the state of Louisiana will accept the postcard as an application for the state absentee ballot.

MAINE

Maine holds its primaries on 19 June.

Registration is required by the state law affecting these primaries. Upon receipt of the postcard application, the Secretary of State will forward to the serviceman the form of application for absentee ballot prescribed by statute. The serviceman should fill out and forward this application at once to the election officials of the community of his residence.

MARYLAND

Maryland holds its primaries on 1 May.

The postcard application should be addressed to either the Secretary of State at Annapolis or to the Board of Supervisors of Elections of the applicant's home county (or Baltimore City).

If the postcard is directed to the Board of Supervisors of Elections, the words "official war ballot" should be stricken out and the words "absent voter's ballot" inserted.

It has been ruled that the waiver of registration contained in the federal law cannot be recognized under the state constitution of Maryland. Therefore, under the state laws of Maryland the serviceman applicant must be registered.

NEBRASKA

Nebraska holds its primaries on 11 April.

Candidates for both federal and state offices will be nominated by the respective parties.

The Navy Department is informed that the election authorities of Nebraska interpret its laws regulating primaries as unaffected by the Ramsay Act. Registration is required by the state law affecting these primaries. The postcard is not acceptable as an application for a ballot or registration. Therefore, in accordance with the state laws of Nebraska, the registered serviceman should request at once an application for an absent voter's ballot from the clerk of the county in which the absent voter resides (in Omaha, from the election commissioner); make it out according to the accompanying instructions; and then mail it to the clerk of the county from whom it was obtained. It thereafter should be mailed so that it will be received by the county clerk on or immediately after 12 March. The county clerk will thereupon forward the absent voter's ballot to the serviceman.

NEW JERSEY

New Jersey holds its primary on 16 May.

A serviceman desiring to vote may make application at any time for absent voter's ballot. No specified form of application is required. Registration is required by the state law affecting these primaries. Application for registration must be in person. Upon receipt of the application, a ballot for all federal, state and local offices will be forwarded.

NEW MEXICO

New Mexico holds its primaries on 6 June.

Because the state constitution prohibits absentee voting, the serviceman must vote in person if he desires to exercise his franchise.

NORTH CAROLINA

North Carolina holds its primaries on 27 May.

Application for an absentee ballot may be made at any time prior to the primary. It must be signed by the serviceman or in his name by a member of his immediate family. Registration is required by the state law affecting these primaries. The application must show the precinct in which the applicant is registered. It should be addressed to the chairman of the board of elections of the applicant's home county. Receipt of a postcard application for ballot constitutes registration of an applicant otherwise qualified. Thereafter, the applicant will receive an absentee ballot for all federal, state and local offices.

NORTH DAKOTA

North Dakota holds its primaries on 27 June.

The following is an excerpt from a memorandum from the Secretary of State of North Dakota:

"The absent voter's laws of the state of North Dakota pertaining to voting of persons in military service require that county auditors shall send ballots to every qualified absent voter in military service without application as quickly as the ballots are available. This means that if a county auditor has the address of such absent voter, nothring further is necessary. Therefore, the only requirement is that the absentee send the county auditor his address (or if he wishes, he may send it to the office of the Secretary of State), the usual government postcard, some other postcard or a letter giving his voting residence and his present address and a ballot will be sent him.

"It is suggested that persons in military service notify the auditors of the address at least 30 days ahead of these dates."

OHIO

Ohio holds its primaries on 9 May.

The election authorities interpret its laws regulating primaries as unaffected by the Ramsay Act. Therefore, the "official war ballot" will not be issued.

However, the printed postcard application will be honored.

Registration is required by state law in cities with a population of 16,000 or more and in smaller cities if so provided by ordinance or in a county if required by the county board of elections.

If the applicant resides in a community requiring registration and is registered or resides in a community not requiring registration, the postcard application will be considered an application for an absent voter's ballot. Upon receipt of the application from the Secretary of State, it should be executed at once and mailed to the designated election authorities. Thereafter, the ballot will be forwarded to the applicant. It should be executed immediately and mailed in order that it be received back by 5 May.

If the applicant resides in a community requiring registration and is not registered, the postcard application will be honored and upon its receipt by the Secretary of State, he will forward appropriate registration forms and an application for an absent voter's ballot. Upon receipt of the ballot, it should be mailed so it will be received back 4 May.

OREGON

Oregon holds its primaries on 19 May.

Because of the liberal provisions of its laws relating to servicemen voting, Oregon will not distribute "official war ballots."

BuPers BULLETIN BOARD

While registration is required by the state law affecting these primaries, if the applicant is not registered, the receipt of the postcard application constitutes registration. Therefore, the serviceman desiring to vote, whether registered or not, should forward the postcard application in order that it be received not earlier than 19 April or later than 8 May. Upon receipt of the ballot, it should be executed at once and mailed in order that it be received back by 13 May.

PENNSYLVANIA

Pennsylvania holds its primaries for the nomination of candidates for both federal and state officers on 25 April. Members of the armed forces vote in accordance with (1) the federal law, or (2) the state law.

If the serviceman chooses the first method, his ballot is limited to federal offices. He should use the printed postcard. There is no time limit on the receipt of such postcard.

If the serviceman desires to use the second method, his ballot includes all offices, both federal and state.

Application on a special form obtained from the Secretary of State at Harrisburg should have been made not before 6 March nor later than 25 March to the county board of the county where the applicant is registered for a military ballot. The return envelope must be postmarked prior to midnight 25 April and received by the county board before 5 May.

SOUTH DAKOTA

South Dakota holds its primaries on 2 May.

The serviceman makes application to the county or city auditor or the town clerk of his home community for an absent voter's ballot. No special form of application is required. Registration is required by the state law affecting these primaries. However, if a serviceman is not registered, he may file an affidavit stating his absence from the state during the registration period. This affidavit will constitute adequate registration. The absent voter's ballot must be marked by 17 April and received back by 2 May.

WEST VIRGINIA

West Virginia holds its primaries on 9 May.

The election authorities do not recognize the applicability of the Ramsay Act to these primaries.

The following is an informative release by the Secretary of State of West Virginia:

"West Virginians who are members of the armed services of the United States, may now register, and vote by mail in the primary to be held 9 May under Senate Bill No. 2 which was enacted by the Legislature at a special session convening January 3, 1944.

"Members of the armed services, who are not now registered can do so by requesting by letter, addressed to the county clerk of the county in which they resided at the time of their induction into the services, for a registration blank. After filling in and signing the blank and having it certified by a commissioned officer, warrant officer or non-commissioned officer no lower rank than a sergeant or the equivalent Navy rating of any branch of any armed services of the United States or by some other person qualified to administer oaths, it shall then be returned to the clerk of the county court. A request for a ballot can be made by filing the application for a ballot, found on the reverse side of the registration blank.

"Any one who is now registered and in the armed services, can make a request for a ballot by writing to the circuit clerk of the county in which he or she is registered. This request can also be made by the father, mother or a friend."

The equivalent Navy rating to that of a sergeant is petty officer, third class.

Next Shore-Duty Survey Scheduled After 30 June

Plans to speed up the interchange of enlisted personnel between shore stations and the fleet, with the next periodic shore-duty survey to be made immediately after 30 June 1944, have been announced by BuPers.

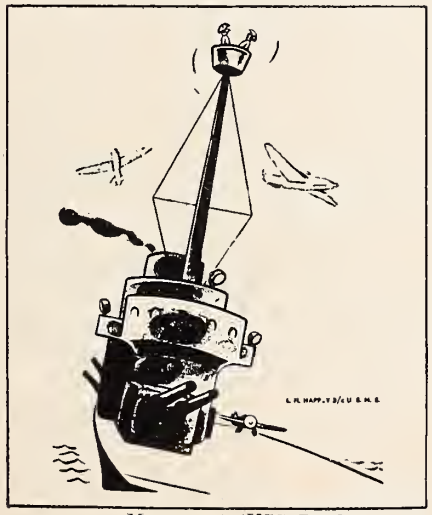
Male enlisted personnel who are physically and otherwise qualified for sea duty and who have served on shore duty since 1 January 1942, will be affected. This will give men who have never been to sea a total of two and a half years on shore, including periods under recruit training and at service schools. The two and a half year-period will be reckoned from the date a man reported for shore duty or from the date of reporting for active duty.

BuPers put a clincher on the plan by announcing that the men involved in the shore-duty survey will be withdrawn from shore establishments without relief unless transferred to sea duty or interchanged with the fleets prior to June 1944.

All extensions granted under prior shore-duty surveys will expire as of 30 June 1944. Thereafter, further shore-duty extensions will be granted by the Bureau only when military necessity requires it or where actual interchanges cannot be effected with the forces afloat. Shore activities are expected to give priority in replacement of enlisted personnel to men who have served longest on shore duty.

BuPers requested also that consideration be given to interchanging enlisted personnel attached to vessels of the sea frontiers with personnel attached to the more active seagoing and combat units of the fleet; and that the principle of the shore duty survey also apply to shore-based fleet activities within continental United States.

(Details in semi-monthly N. D. Bul., 29 Feb., 44-240.)



Monument (USS *Bunker Hill*)

"When I finish this watch, I'll have 400 hours in the air."

Per Diem Payments Affected by Ruling

Per diem now may be paid to officers on change-of-duty orders involving temporary duty or instruction while enroute to a project, awaiting transportation at a port of embarkation, or temporary duty in connection with fitting out a ship under construction, when the orders specify a per diem.

This policy applies to cases where payment of mileage is deemed insufficient. The rate of per diem remains $7 a day except when government quarters are furnished. Then the rate is $3.

(Details in semi-monthly N. D. Bul., 29 Feb., 44-449.)

Option of Shoulder Marks, Buttons Revoked On Gray Uniforms

Only gray cloth shoulder marks and blue-black plastic buttons are now authorized for wear on gray working uniforms, Secretary of the Navy Knox directed in Alnav No. 53 issued 7 March 1944.

BuPers Analyzing Personnel Billets

BuPers now has underway an analysis of officer and enlisted personnel billets at selected naval activities afloat and ashore.

The purpose of this program is to obtain accurate and up-to-date information on the duties and responsibilities of officers and the enlisted ratings in order that BuPers will be able to reflect actual conditions afloat and ashore in the assignment of officers and men and in the preparation of selection and classification standards, training school curricula, qualifications for advancement in ratings, and training course manuals.

The survey is in no way concerned with the effectiveness of the personnel contacted or their qualifications for duties assigned. It is emphasized that the sole purpose of these studies is to assure that the Bureau's programs meet the needs of the fleet and shore establishments.

(Details in semi-monthly N.D. Bulletin, 15 March, 44—308.)

BuPers BULLETIN BOARD

Advancement in Ratings Authorized Without Regard to Complements

Many ratings are open to advancement of all eligible qualified male candidates in general service, without regard to vacancies in complement.

The purpose of declaring certain rates open to unlimited advancement is to provide higher ratings to meet the demands of expansion and to man new activities and units as they are formed. All activities must share responsibility in the training effort and supply trained petty officers for the expanding Navy. As excesses are created by advancements, experienced men in the higher ratings become available for transfer to form the nucleus of new crews.

Inasmuch as Class V-10 personnel are not eligible for sea duty, they can only be advanced to fill complements within the shore establishments.

Ratings listed below are declared open to advancement of all eligible qualified male candidates in general service. Advancements to ratings marked by an asterisk in all the following listings shall not be effected until qualifications are published:

Seaman Branch

S2c, 1c
Cox, BM2c, 1c
GM3c, 2c, 1c
MN3c, 2c, 1c
TM3c, 2c, 1c
TME3c, *2c, *1c
TMV3c, 2c, 1c[4]
SM3c, 2c, 1c
QM3c, 2c, 1c
FC3c, 2c, 1c[4]
FCR3c, 2c, 1c

Artificer Branch

RM3c, 2c, 1c, Ch
RT3c, 2c, 1c, Ch[1]
SoM3c, 2c, 1c
RdM3c, 2c, 1c
M3c, 2c, 1c
*SAO3c, *2c, *1c

Artificer Branch (E.R.)

F2c, 1c
[2]MM3c, 2c, 1c
[5]MMS3c
MoMM3c, 2c, 1c, Ch
EM3c, 2c, 1c

Aviation Branch

AMM3c, 2c, 1c, Ch
AMMC3c, 2c, 1c, Ch
*AMMF3c, *2c, *1c, *Ch
AMM13c, 2c, 1c, Ch
AMMP3c, 2c, 1c, Ch
AMMH3c, 2c, 1c, Ch
AOM3c, 2c, 1c, Ch
AOMB3c, 2c, 1c, Ch
AOMT3c, 2c, 1c, Ch
AEM3c, 2c, 1c, Ch
ARM3c, 2c, 1c, Ch
ART3c, 2c, 1c, Ch[1]
[1]PR3c, 2c, 1c, Ch
[1]PhoM3c, 2c, 1c
AerM3c, 2c

Special Branch

Y3c, 2c, 1c
SK3c, 2c, 1c, Ch
*SKD3c, *2c, *1c, *Ch
*SKV3c, *2c, *1c, *Ch
PhM3c, 2c, 1c[3], Ch[3]
HA2c, 1c
Bgmstr3c

Commissary Branch

SC3c, 2c, 1c
Bkr3c, 2c, 1c

Stewards Branch

StM2c, 1c
Gk3c, 2c
St3c, 2c

[1]School requirements—see part III of Enclosure (C) to BuPers Circular Letter 110-43.
[2]See Enclosure (D), paragraph 6 of BuPers Circular Letter 110-43.
[3]PhM1c and CPhM must be qualified for independent duty. See Paragraph II-2(e) of Enclosure (A) of BuPers Circular Letter No. 110-43.
[4]CO's are authorized to waive appropriate school requirements of BuPers Manual, Part D, Chapter 5.
[5]Open for advancement of Class "A" MMS School graduates only.

The following ratings are open to advancement of all eligible qualified candidates in general service who are now serving in a sea-duty status. Candidates for specialist (M), second class, attached to Construction Battalions are included under the provisions of this paragraph:

CBM	CPhoM
CGM[3]	CY
CTM[2]	CCS[1]
*CTME	TC1c
CTMV[2]	MME3c, *2c, *1c, *Ch
CQM	WT3c, 2c, 1c
CFC[1]	B2c, 1c
CFCR[1]	Prtr2c, 1c
CMM (See note 2 in first column)	Sp(M)2c
	St1c
CEM[1]	Ck1c

[1]Subject to the provisions of the applicable sub-paragraph under paragraph III-4 of enclosure (C) to BuPers Circular Letter No. 110-43.
[2]Subject to the provisions of the applicable sub-paragraph under paragraph III-4 of Enclosure (C) to BuPers Circular Letter No. 110-43 in cases where service school requirements have not been fulfilled for present rating. Candidates serving ashore in torpedo overhaul shops may be advanced under the provisions of this paragraph.
[3]Waiver of one-half of the service in pay grade requirements NOT authorized except in cases of men who are graduates of Class "C" GM School.

The following ratings are open to advancement of eligible qualified candidates in general service who are serving in a sea-duty status provided that such candidates have at least six years' total service, including at least eighteen months' service in pay grade two: CTC, CMN and CSF.

The following special provisions, applicable to advance of Class V-10 personnel only, shall govern in ratings listed in column one of this story which are open to unlimited advancement for men, and for which V-10 personnel are eligible:

(a) Class V-10 personnel shall be advanced only to fill vacancies in complement, except that commandants of continental naval districts or river commands and chiefs of air functional training commands may authorize advancements to fill vacancies within their commands as shown in the latest composite forms NAVPERS 625.

(b) If there are both men and Class V-10 personnel in a particular rating at any activity, all billets in the complements in ratings listed above (third paragraph, this story), for which V-10 personnel are eligible, shall be considered as available for Class V-10 personnel for purposes of advancement, without regard to the number of men in such ratings. If Class V-10 personnel are on duty at an activity for which no complement has been established, the number of petty officers in each rating of each rating group shall be limited to percentages of the total number of Class V-10 petty officers "on board" in that particular rating group as follows: CPO, 10%; PO1c, 20%; PO2c, 30%; PO3c, 40%.

(Details in Circ. Ltr. No. 77-44, semi-monthly N. D. Bul., 15 Mar., 44-314.)

Duty Over 7 Days Outside U. S. Calls For Pay Increase

Temporary additional duty outside the United States exceeding one week, even though the duty is incident to primary duty in the United States, now makes naval personnel eligible for the foreign-duty pay increase, the Comptroller General ruled in a decision issued 7 February 1944.

Personnel on temporary duty outside continental United States where such duty is not incident to primary duty within the continental limits are entitled to the increase regardless of the time involved in performing it.

The decision applies to all such cases arising since 7 December 1941.

Newly Assigned Men Advised to Leave Families Behind

Because of the severe shortage of housing and community facilities near many naval shore establishments, enlisted personnel newly assigned to duty at shore establishments in the continental United States are advised by BuPers to obtain suitable housing before moving their families to the vicinity of their new stations.

(Semi-monthly N. D. Bul., 15 Mar., 44-317.)



Skyscrapers (NAS, New York)

". . . and what is your occupation, Mr. Zilch?"

BuPers BULLETIN BOARD

Authorized Campaign Ribbons Designated

In a move designed to stop the unauthorized wearing of service ribbons by naval personnel, BuPers has issued a circular letter (No. 47-44) designating the only campaign medals or ribbons authorized for the present war and the conditions for wearing of other medals as well.

The only campaign medals or ribbons authorized for the present war are:

(1) The American Defense Service Medal.

(2) The American Campaign Medal.

(3) The European-African-Middle Eastern Campaign Medal.

(4) The Asiatic - Pacific Campaign Medal.

Insignia on the ribbons of these medals commemorating operations or engagements are authorized by Alnav or General Order. (See INFORMATION BULLETIN, March 1944, p. 66, for latest compilation.)

NAVY EXPEDITIONARY MEDAL—The only authorization for this medal or ribbon for this war is to the defenders of Wake Island December 1941. It is understood that this ribbon is being worn as a 'Convoy' or 'Landing Force' or other similar purpose. Such wearing of the Navy Expeditionary Medal or ribbon is unauthorized.

MERCHANT MARINE RIBBONS—Persons who have been awarded merchant marine medals or ribbons while serving in the merchant marine and prior to entering upon active duty in the Navy are authorized to wear such ribbons, provided such medals or ribbons were created by federal law. Persons on active duty in the Navy are not eligible for the award of merchant marine medals or ribbons. Naval personnel serving in merchant vessels, such as armed-guard crews, communication personnel, etc., are not entitled to wear merchant marine ribbons by virtue of such service.

NAVAL RESERVE MEDAL—The basic requirement for the Naval Reserve Medal is 10 years honorable service in the Naval Reserve. Only such persons as have been awarded this medal by the Chief of Naval Personnel are entitled to wear the ribbon.

BuPers has been informed that a ribbon styled the "Anti - Submarine and Convoy" ribbon is being worn by some personnel. There are probably others under various names. No such ribbons are authorized.

The circular letter, appearing as 44-228 in the semi-monthly N. D. Bul. of 29 Feb. 1944, directs commanding officers to inform all personnel under their command of the above and to take all practicable means of insuring compliance with regulations regarding the wearing of service ribbons.

It states, however, that nothing in the above shall be interpreted to preclude wearing of ribbons or decorations awarded or of campaign service ribbons duly authorized during or before the present war.

Bronze Star Medal Has Precedence Over Air Medal

The recently authorized Bronze Star Medal (see INFORMATION BULLETIN, March 1944, page 46), takes precedence next after the Navy and Marine Corps Medal and next before the Air Medal. The ribbon bar representing the medal will be Old Glory red with an eighth-inch stripe of royal blue in the center with white piping 1/32 of an inch wide on either side of the blue and at the edges of the bar (see cut).



The recently authorized Commendation Ribbon (see cut) is myrtle green with a three-sixteenths of an inch white stripe inset one-eighth of an inch from each edge. Details were announced in the INFORMATION BULLETIN of February 1944, page 69.



Army Unit Badge Precedence Set

The Distinguished Unit Badge of the Army, when awarded to naval personnel, will be worn on the left breast, taking precedence just after the Navy Presidential Unit Citation ribbon bar, BuPers has announced.

(Semi-monthly N.D. Bull., 15 March, 44-302.)

Officers Needed for Submarine Service

BuPers again has invited the attention of all officers to the continued need of volunteers to provide officers for the expanding submarine service. The number of officers assigned to classes in submarine training at the Submarine Base, New London, Conn., and to duty under instructions in submarine units afloat has been increased.

Applications of volunteers for submarine training for the class convening 1 July 1944 at New London and for subsequent classes there are desired from officers of the Naval Academy classes of 1940, 1941, 1942, 1943 and 1944, and from Naval Reserve officers not over 28 years of age of the ranks of lieutenant, lieutenant (junior grade) and ensign. It is particularly desired that graduates of the classes of 1940 and 1941 avail themselves of this opportunity.

Sea service and other requirements of BuPers Manual, Arts. E-1301 and E-1304, have been removed.

(Details in Circ. Ltr. No. 66-44, semi-monthly N. D. Bul., 15 Mar., 44-303.)

Service Numbers Expedite Family Allowance Action

Attention of all personnel is invited to the fact that in any communication with reference to allotments or family allowances, the full name and service or file number is required to obtain expeditious action.

Personnel should furnish their file or service numbers immediately to dependents or beneficiaries who might originate inquiries to the Field Branch, Bureau of Supplies and Accounts, relative to such allotments or family allowances.

(For other information naval personnel should give dependents, see INFORMATION BULLETIN, March 1944.)



These specialty marks have been approved by SecNav for four recently established ratings. The mark for ship's serviceman covers four designations under that rating—B, C, L and T—and the mark for special artificer covers three—O, I and D. The letters, however, will not be used on the specialty marks.

BuPers BULLETIN BOARD

Summary of Recent Changes in Qualifications for Advancement

Since the last printed edition of the BuPers Manual (1 October 1942), numerous changes have been made in Part D, Chapter 5, Section 2, which is entitled "Special Qualifications for Advancement in Rating."

For ready-reference purposes, changes in effect as of 1 March 1944 are summarized below. Qualifications are listed by rating in the first column, and are followed, in the second column, by publication references. Circular letters are identified as "MCL" (BuPers Manual Circular Letters), "CL" (BuPers Circular Letters), or "Ltr" (Mimeographed Letters). Pertinent issues of the semimonthly Navy Department Bulletin are indicated in parentheses following the circular-letter designation.

It is planned to print "Special Qualifications for Advancement in Rating" as a separate publication, suitable for insertion into the BuPers Manual and for more general use as a pamphlet. When issued, the publication will include additional qualifications now in preparation.

Watch the INFORMATION BULLETIN for further announcements.

QUALIFICATIONS	PUBLICATION REFERENCES
Seaman Branch	
Boatswain's Mates (BM)	MCL 25-43 (R-1496, 15 Oct '43)
Coxswain (Cox)	MCL 25-43 (R-1496, 15 Oct '43)
Turret Captains (TC)	MCL 28-43 (R-1553, 1 Nov '43)
Gunner's Mates (GM)	MCL 28-43 (R-1553, 1 Nov '43)
Minemen (MN)	MCL 18-44 (44-244, 29 Feb '44)
Torpedoman's Mates (TM)	MCL 10-44 (44-190, 15 Feb '44)
Quartermasters (QM)	MCL 25-43 (R-1496, 15 Oct '43)
Signalmen (SM)	MCL 25-43 (R-1496, 15 Oct '43)
Fire Controlmen (FC)	MCL 28-43 (R-1553, 1 Nov '43)
Fire Controlmen R, 3c, 2c, 1c (FCR)	MCL 28-43 (R-1553, 1 Nov '43)
Chief Fire Controlman R (CFCR)	MCL 6-44 (44-124, 31 Jan '44)
Fire Controlmen S (FCS)	MCL 6-44 (44-124, 31 Jan '44)
Seamen (S)	MCL 25-43 (R-1496, 15 Oct '43)
Artificer Branch	
Radarmen 1c (RdM)	MCL 23-43 (R-1461, 1 Oct '43)
Radarmen 3c, 2c, Chief (RdM)	MCL 31-43 (R-1705, 15 Dec '43)
Metalsmiths (M) (3c only)	CL 208-43 (R-1494, 15 Oct '43)
Molders (M1) (3c only)	CL 208-43 (R-1494, 15 Oct '43)
Patternmakers (PM) (3c only)	CL 208-43 (R-1494, 15 Oct '43)
Special Artificers D (SAD)	MCL 33-43 (R-1766, 31 Dec '43)
Telegraphers (T)	MCL 32-43 (R-1764, 31 Dec '43)
Artificer Branch (E. R.)	
Machinist's Mates (MM) (3c only)	CL 208-43 (R-1494, 15 Oct '43)
Machinist's Mates E (MME) (3c only)	CL 208-43 (R-1494, 15 Oct '43)
Machinist's Mates G (MMG)	MCL 2-44 (44-50, 15 Jan '44)
Machinist's Mates R (MMR) (3c only)	CL 208-43 (R-1494, 15 Oct '43)
Machinist's Mates S (MMS) (3c only)	CL 208-43 (R-1494, 15 Oct '43)
Motor Machinist's Mates (MoMM) (3c only)	CL 208-43 (R-1494, 15 Oct '43)
Water Tenders (WT) (3c only)	CL 208-43 (R-1494, 15 Oct '43)
Boilermakers (B) (3c only)	CL 208-43 (R-1494, 15 Oct '43)
Firemen (F)	MCL 15-44 (44-241, 29 Feb '44)
Aviation Branch	
Aviation Pilots (LTA) (AP)	MCL 3-43 (R-169, 15 Jan '43)
Aviation Machinist's Mates (AMM)	MCL 35-43 (R-1767, 31 Dec '43)
Aviation Machinist's Mates C (AMMC)	CL 280-43 (R-1759, 31 Dec '43)
Aviation Machinist's Mates H (AMMH)	CL 280-43 (R-1759, 31 Dec '43)
Aviation Machinist's Mates I (AMMI)	CL 280-43 (R-1759, 31 Dec '43)
Aviation Machinist's Mates P (AMMP)	CL 280-43 (R-1759, 31 Dec '43)
Aviation Electrician's Mates (AEM)	MCL 5-43 (R-365, 15 Feb '43)
Aviation Radio Technicians (ART)	MCL 9-43 (R-699, 1 Apr '43)
Aviation Ordnancemen B (AOMB)	CL 280-43 (R-1759, 31 Dec '43)
Aviation Ordnancemen T (AOMT)	CL 280-43 (R-1759, 31 Dec '43)
Airship Riggers (AR)	MCL 5-44 (44-123, 31 Jan '44)
Aerographer's Mates (AerM)	MCL 14-44 (44-194, 15 Feb '44)
Photographer's Mates (PhoM)	MCL 14-44 (44-194, 15 Feb '44)
Torpedoman's Mates V (TMV)	MCL 10-44 (44-190, 15 Feb '44)
Special Branch	
Printer M (PrtrM)	MCL 36-43 (R-1768, 31 Dec '43)
Musicians (Mus)	MCL 8-44 (44-126, 31 Jan '44)
Bugler (Bug)	MCL 8-44 (44-126, 31 Jan '44)
Buglemasters (Bgmstr)	MCL 8-44 (44-126, 31 Jan '44)
Specialists	
(A)—(Athletic Instructors)	CL 49-43 (R-833, 15 Apr '43)
(F)—(Fire Fighters)	CL 27-44 (44-120, 31 Jan '44)
(G)—(Aviation Free Gunnery Instructors)	CL 230-43 (R-1595, 15 Nov '43)
(I)—(Punched Card Accounting Machine Operators)	CL 241-43 (R-1640, 30 Nov '43)
(M)—(Mail Clerks)	CL 71-43 (R-1033, 15 May '43)
(P)—(Photographic Specialists)	CL 46-44 (44-227, 29 Feb '44)
(VM)—(V-Mail)	
(Q)—(Communication Specialists)	
(CR)—(Cryptographers)	Ltr P-67-bt of 13 Jan '44
(TE)—(Technicians)	Ltr P-67-bt of 13 Jan '44
(RI)—(Radio Intelligence)	Ltr P-67-bt of 13 Jan '44
(R)—(Recruiters)	CL 284-43 (R-1763, 31 Dec '43)
(S)—(Shore Patrol)	CL 257-43 (R-1691, 15 Dec '43)
(T)—(Link Trainer Instructors)	CL 243-43 (R-1642, 30 Nov '43)
(V)—(Transport Airmen)	Ltr P-2412-EC P17-2/MM of 3 Feb '43
(Y)—(Control Tower Operators)	CL 56-44 (44-237, 29 Feb '44)
Miscellaneous	
Arts, D-5200—D-5202	MCL 25-43 (R-1496, 15 Oct '43)

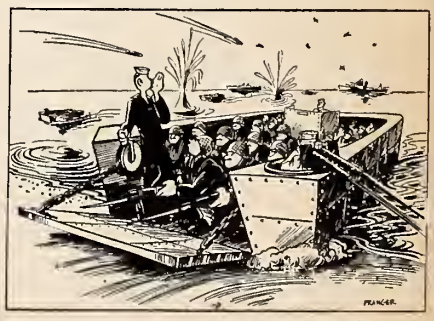
PLANS DEFERRED FOR GRAY ENLISTED UNIFORMS

Original plans for gray twill working uniforms for enlisted men (below CPO) have been deferred for the present in order to utilize all available textile-finishing equipment in production of olive drab which is used by the Navy as special clothing for personnel serving ashore at overseas bases and afloat in the amphibious force.

It had been planned to issue gray twill to enlisted men as soon as a sufficient stock had been accumulated.

Officers and chief petty officers may continue to wear the gray working uniform.

The change in plans was made by SecNav, acting on the recommendation of Rear Admiral W. B. Young, chief of BuSandA, who reported the Army and Navy are experiencing great difficulty in procuring sufficient twill finished in olive drab.



Hoist (NTS, San Diego)

"All ashore that's going ashore!"

BuPers BULLETIN BOARD

The Month's Alnavs in Brief

The following Alnavs were issued in the period 19 February to 20 March 1944:

No. 40—Limitation of Alnav 34, which relates to submission of requirements for office equipment direct to BuS&A by supply accounting and disbursing officers.

No. 41—Providing that flag officers and the three officers designated as their aides, all officers of the rank of captain, commanding officers and executive officers may censor their own mail.

No. 42—Announcing establishment of the Bronze Star Medal. (See story on page 67.)

No. 43—Directing institution of precautionary measures requiring maximum utilization of shoes and items of the working uniform.

No. 44—Announcing agreement of the Combined Chiefs of Staff upon identical definitions and policy concerning classified matter in the armed forces of the U. S. and the British Empire, adding the classification "top secret," and suspending those portions of Navy Regulations, General Orders, letters and instructions inconsistent with the provisions of this agreement. (Story on page 19.)

No. 45—Appointing certain lieutenants (punior grade) and ensigns of the regular Navy and the Naval Reserve to the next higher grade or rank.

No. 46—No longer requiring use of S&A Form 12 requesting discontinuance of allotments in cases of captured, missing, missing in action or deceased personnel of Navy and Naval Reserve.

No. 47—Directing transfer to nearest naval hospital in United States of all rheumatic fever patients beyond the continental limits, preferably by air transport, as soon as compatible with the state of their disease.

No. 48—Requiring that hereafter all books, articles, press interviews, communiques and broadcast scripts dealing with submarine operations and submarine adventures shall be cleared only by the Secretary of the Navy.

No. 49—Relating to procedure for transfer of enlisted personnel between construction battalion and general service activities.

No. 50—Directing vaccination for smallpox at earliest practicable date of all personnel destined for or now stationed in Africa, Europe and the Middle East whose health records contain no entry for such vaccination during past six months.

No. 51—Statement to armed forces of Secretary of the Treasury Henry Morgenthau Jr., heralding oversubscription of Fourth War Loan Drive on the home front.

No. 52—Authorizing disbursing officers outside U. S. to cash government checks for accommodation of military and naval personnel, civilian employes of the government, Navy contractors and accredited civilians operating with the Navy, under certain conditions.

No. 53—Regarding shoulder marks and buttons on gray working uniforms. (See story, page 65.)

No. 54—Transferring from the Office of the Judge Advocate General to the Chief of Naval Operations (Postal Affairs) the processing and approving of the bonds of Navy, Marine Corps and Coast Guard mail clerks and assistant mail clerks. Provisions of Alnav 39 remain unchanged.

No. 55—Transferring from the Office of the Judge Advocate General to BuSandA the processing and approving of bonds of chief pay clerks, pay clerks, acting pay clerks, and commissioned officers of the Navy and the Naval Reserve (and others).

No. 56—Authorizing Supply Corps reserve officers to submit application for appointment in the Supply Corps, USN, provided as of 1 March 1944 they have completed six months' active duty, hold a bachelor's degree from an accredited college, and were under 26 years of age at time of reporting for continuous active duty. Naval R.O.T.C. seniors who had not passed their 25th birthday on 30 November 1943 also may apply.

No. 57—Referring to Cominch Serial 540 and changing certain security terms.

No. 58—Transferring from the Office of the Judge Advocate General to the Chief of Naval Personnel, effective 10 March 1944, the duties and functions (other than legal) exercised in supervision and control of of naval prisons and prisoners.

No. 59—Relating to the addressing of communications to mobile units.

No. 60—Suspending locally in commands where other facilities are adequate and satisfactory the accommodation service authorized by Alnav 52.

No. 61 — Announcing removal of Alaska from Thirteenth Naval District and establishment of Seventeenth Naval District to include Alaska and Aleutian Islands, temporary headquarters at Adak, permanent headquarters at Kodiak, effective 15 April 1944.

No. 62—Request from BuPers for applications for appointment to Chaplain Corps, regular Navy, from Naval Reserve chaplains who reported for continuous active duty on or before 31 December 1943, except those who had passed their 34th birthday upon reporting for active duty subsequent to 8 September 1939 and those on duty on that date who had then passed such birthday. Applications must reach BuPers prior to 1 July 1944.

No. 63—Establishes (effective 1 April 1944) uniform rate of 70 cents per diem, by checkage in pay account only, for officers regularly subsisted in general messes of naval vessels of all types and in general messes at naval activities outside the continental United States, including Alaska, with regulations for handling of accounts.

Good Advice in Any Foreign Country

Instructions issued by the Office of the Naval Attache, American Embassy, Mexico City, Mexico, are now required reading for all naval personnel on leave or liberty in Mexico City but apply generally to naval personnel with leave or liberty in any foreign country. The principal rules are:

1: A naval uniform makes one conspicuous and of added interest to citizens of a foreign country. Mexican [native] military personnel and civilians, who expect to see only utmost sincerity on the part of all Americans toward winning the war, are apt to be most critical of appearance, attitude and actions of members of the armed forces. It is incumbent that every uniformed man conduct himself in a manner which will call for nothing but complete respect.

2: Take greatest care of appearance, cleanliness and condition of uniform.

3: Remember that members of your family who accompany you are subject to the same scrutiny. Do not, for instance, encourage your wife to appear in public in slacks or shorts.

4: Conduct of personnel in night clubs has caused most adverse criticism. Live up to your uniform.

BuPers BULLETIN BOARD

Many NR Officers Eligible For Uniform Gratuity

Records of BuPers indicate that a number of Naval Reserve officers now eligible for an additional $50 uniform gratuity have not submitted vouchers applying for it. A large number of officers who have entered the service since 9 September 1939 are now eligible.

Article H-8704, BuPers Manual, and Section 302, Naval Reserve Act of 1938, provide for the payment to Naval Reserve officers of an additional $50 uniform gratuity each four years from date of receipt of the initial $100 uniform gratuity, provided that other requirements of the regulations have been met. Applications should be submitted to BuPers on S&A Form 445—Revised.

Identification Slip Required in Each Piece of Baggage

Placing of an envelope in each piece of baggage of naval personnel to furnish adequate identification in case of loss is directed by BuPers in Circular Letter 52-44 (semi-monthly N. D. Bul., 29 Feb., 44-233).

This step was ordered because of loss or misplacing of a considerable amount of baggage belonging to military personnel, particularly on railroads in the United States.

To help return such baggage to the rightful owners, the Bureau directed that all personnel place in each piece of baggage an envelope containing (1) the current date; (2) full name, USN or USNR, etc.; (3) file number or service number; (4) present station and (5) destination. If necessary for security purposes, the present station or destination may be omitted.

Names and service numbers should *not* be stenciled on sea bags, BuPers said, because these bags often are reissued.

Dependents Not Allowed to Endorse Mustering-Out Checks

Checks for mustering-out pay belong to the veterans to whom issued and cannot be cashed legally by dependents, it was emphasized last month by Rear Admiral William B. Young (SC), USN, chief of BuSandA. Of the 50,000 mustering-out checks disbursed since 7 February, many have been illegally endorsed and cashed by dependents.

All eligible personnel (those with honorable discharges) mustered out since 15 February receive the first $100 from their disbursing officers, who then forward all necessary information to the Field Branch at Cleveland, Ohio. It then sends any additional checks to the veteran's home address. If this home address is changed, the veteran must notify the Field Branch over his own signature. The usual change-of-address card to the post office is insufficient, and several hundred checks already have been returned because the applicants had not notified the Field Branch when they moved.

Training Courses Available for PhM1c

The Navy training course and accompanying progress tests and examinations for PhM1c are now available from Training Division, BuPers. Requests should be forwarded to distribution points listed in last month's Bulletin Board item on aviation training courses.

Applications Invited For School of Music

Requests are invited from enlisted personnel for instruction at the U. S. Navy School of Music, Navy Yard, Washington, D. C. A basic course of approximately one year is offered for non-rated men and musicians, third class, who have had musical instruction and at least two years of musical experience. An advanced course, also of about a year, is offered for musicians, first class, who have had six or more years of naval service in the musician branch, one year of which must have been served at sea as musician, first class.

All requests for assignment to this school shall be submitted to the Chief of Naval Personnel via: (1) commanding officer, and (2) officer-in-charge, Navy School of Music. Musicians, third class, and non-rated men shall submit with their requests an application for entrance, a blank copy of which will be sent by the officer-in-charge of the Navy School of Music upon request.

(Details in semi-monthly N. D. Bul., 15 Feb., 44-173.)

Revisions in Scholarships Pamphlet

The following revisions should be made in the pamphlet *Schools and Colleges Granting Concessions to Sons and Daughters of Officer and Enlisted Personnel, U. S. Navy, 1943* (*NavPers-15003*):

Page 26, next to last line—change word "Maintenance" to "Memorial."

Page 27, fifth line—delete "Mrs. Thomas T. Cooke, 71 Macculloch Avenue, Morristown, N. Y." and insert "Mrs. Gilman Dorr Blake, 111 Park Avenue, New York City."

Shore Patrol, Traveling Personnel Commended

The following letter has been received by Admiral Ernest J. King, Cominch, from F. S. McGinnis, vice president of the Southern Pacific railroad:

"Since the declaration of war on December 8, 1941, we have received very splendid cooperation from the Navy officers here on the West Coast in the handling of police matters in this area—especially insofar as assignment of Navy Shore Patrol at our key stations and on our passenger trains is concerned.

"The Commandants of the Eleventh, Twelfth and Thirteenth Naval Districts have taken a personal interest in this matter with the result that we are having very little, if any, difficulty in the handling of military traffic, including furloughees, on regular trains in this area. At the present time, based on the month of December, 1943, we are handling approximately 10,000 furloughed men on our trains daily, and the Navy Shore Patrol have played a very important part in assisting our train crews, ticket agents and others concerned in policing the station and train situation.

"Many complimentary letters have been received, especially from women passengers using coach and chair car services on our trains, pertaining to the deportment of men in uniform. This is also greatly appreciated by us. I know, too, that this commendation is well justified, based on my personal observations of train operations and those of my assistants, and we heartily concur in the views expressed by women passengers.

"If consistent, I shall greatly appreciate your informing the Commandants and members of their staffs in the various Districts that Southern Pacific is well pleased with this service, and is appreciative of what the Navy Shore Patrol have done to help us out during these days of abnormally heavy passenger traffic on our trains."

BuPers BULLETIN BOARD

Speculation on Military Operations Prohibited

In an effort to prevent disclosure of vital information of interest to the enemy, Secretary of the Navy Knox has directed all naval personnel to refrain from speculation or discussion, either privately or for publication, regarding secret weapons or equipment, current and future military operations or plans, movements of troops and ships, prior to announcement by the proper military or naval or higher authority.

There can be no speculation or discussion of important international conferences, the Secretary said, without prior authorization from the executive office of the President.

"Despite previous instructions to the service prohibiting disclosure of vital military information, reports have been received lately which indicate that leaks of vital information continue," the Secretary stated.

"The Commander-in-Chief, the joint chiefs of staff, and our military and naval leaders in combat areas are seriously concerned over comments in the press and on the radio, and disclosures to these agencies by American citizens, both civilian and military.

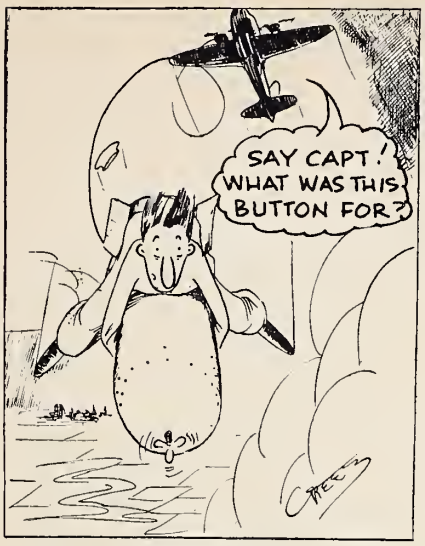
"Appropriate and positive disciplinary action will be taken immediately in any infraction of the above directive," the Secretary concluded.

(Details in semi-monthly N. D. Bul., 15 Mar., 1944.)

Reservations Urged For Transient Hotels

To aid personnel in taking advantage of Navy operation of the U.S. Chamberlin Hotel at Old Point Comfort, Va., the commandant of the Fifth Naval District urges that incoming ships make advance reservations with the hotel liaison officer when it can be done without violating security. Com5 urges that greatest care be exercised in not overestimating needs. In the past this has resulted in discomfort to families forced to surrender quarters to incoming personnel with higher "priorities." The hotel gives officers returning from sea duty top priority. There are 250 rooms in all, each with private bath. Rates range from $2.50 to $4 per day.

The U.S Chamberlin Hotel is one of three now operated by the Navy as transient hotels which enable officers with temporary shore duty or leave to reunite with wives and families. The other two are the Flamingo, at Miami Beach, and the Casa Marina, at Key West. At all three hotels, rooms are available at an average of $3 per couple. Special restaurants and cafeteria facilities are operated.



Dope Sheet (NAS, Norfolk)

Operation of the Flamingo and Casa Marina proved such immediate successes with officer personnel that similar transient housing is being planned for enlisted personnel of the area.

Scores of officers arrive in Miami and Key West weekly for refresher courses, rest, or brief stopovers. The housing situation of this established vacation mecca was always acute and is worse now. The two Navy hotels have made brief family reunions possible. There are no permanent guests.

May Change 'Satisfactory' Dicharges to 'Honorable'

The Secretary of the Navy has approved procedure whereby former enlisted personnel of the Navy who hold certificates of discharge issued "under satisfactory conditions" (BNP 661) may exchange them for "Certificates of Discharge Under Honorable Conditions." The change is designed to express more clearly the circumstances of the discharge.

The three types of discharge certificates now issued by the Navy are (1) Honorable Discharge, (2) Certificate of Discharge Under Honorable Conditions, and (3) Certificate of Unfavorable Discharge. (Details in semi-monthly N. D. Bul., 15 Mar., 44-311.)

Reservations Necessary For New Orleans Hotels

Due to the shortage of hotel accomodations in New Orleans, Com8 has arranged for 14 reservations daily for naval officers ordered to New Orleans for temporary duty. Individual reservations for these rooms must be arranged before 1400 each day, and reservations will extend for only five days. Officers ordered to New Orleans should arrange for one of these rooms in advance of their arrival. The reservations will be handled by the Officer Distribution Section of the District Personnel office, Room 810 Federal Bldg., New Orleans, phone Magnolia 6500, extension 401 or 421.

DISTRIBUTION of the INFORMATION BULLETIN

By BuPers Circular Letter No. 162-43 (appearing as R-1362 in the Navy Department Bulletin of 1 September 1943), the Bureau directed that appropriate steps be taken to insure that all hands have quick and convenient access to the BuPers INFORMATION BULLETIN, and indicated that distribution should be effected on the basis of one copy for each ten officers and enlisted personnel to accomplish the directive.

In most instances, the circulation of the INFORMATION BULLETIN has been increased in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each ten officers and enlisted personnel. Because intra-activity shifts affect the Bureau statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

Normally copies are distributed only to activities on the Standard Navy Distribution List in the expectation that these activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issue.

It is pointed out that the pro-rata distribution does not allow for personal copies, and that if every magazine is to have its ten readers, it must be passed along and not retained for private use.

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THIS MONTH'S COVERS



A gun captain on a U. S. battleship holds a clip of 40-mm. shells ready to be loaded into a Borfors antiaircraft gun. INSIDE FRONT COVER: A close look at this "puzzle picture" will disclose the bow of a U. S. destroyer almost completely veiled by white spray as she smashes through heavy seas on Atlantic escort duty. INSIDE BACK COVER: Heavy guns of a U. S. cruiser light up the dark waters of the Pacific as the ship batters Japanese positions on Buka Island, north of Bougainville. Silhouetted in the foreground are the superstructure and two lookouts of a sister ship. (Official U. S. Navy photographs.)

THE INFORMATION BULLETIN IS FOR

ALL HANDS

PASS THIS COPY ALONG AFTER YOU HAVE READ IT



Don't write a DEATH SENTENCE

THIS is better than THIS

PASSED BY NAVAL CENSOR

HERE ARE 13 MOST UNLUCKY WAYS TO RISK YOUR OWN AND YOUR BUDDIES' LIVES:

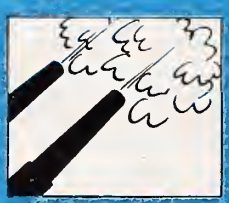
By writing about:



LOCATION OF YOUR SHIP



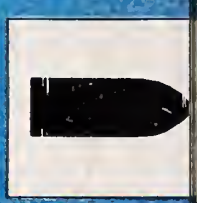
DESCRIPTION OF YOUR SHIP



WEAPONS



EQUIPMENT



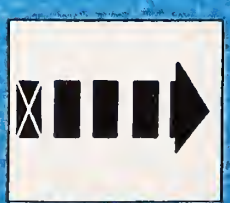
MUNITIONS



EFFECT OF ENEMY OPERATIONS



WHERE YOU'RE GOING



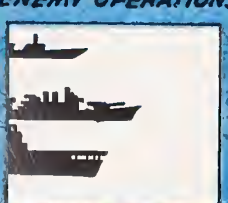
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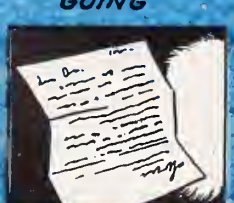
PRODUCTION



CASUALTIES



ROUTINE OR EMPLOYMENT OF MILITARY UNITS



CRITICISM OF EQUIPMENT, CONDITION OR MORALE OF ARMED FORCES



DETAILS OF WEATHER CONDITIONS

Don't be a BLABOTEUR

BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

MAY 1944

NAVPERS—0

THIS MAGAZINE IS FOR ALL HANDS

SEE DISTRIBUTION...Page 71

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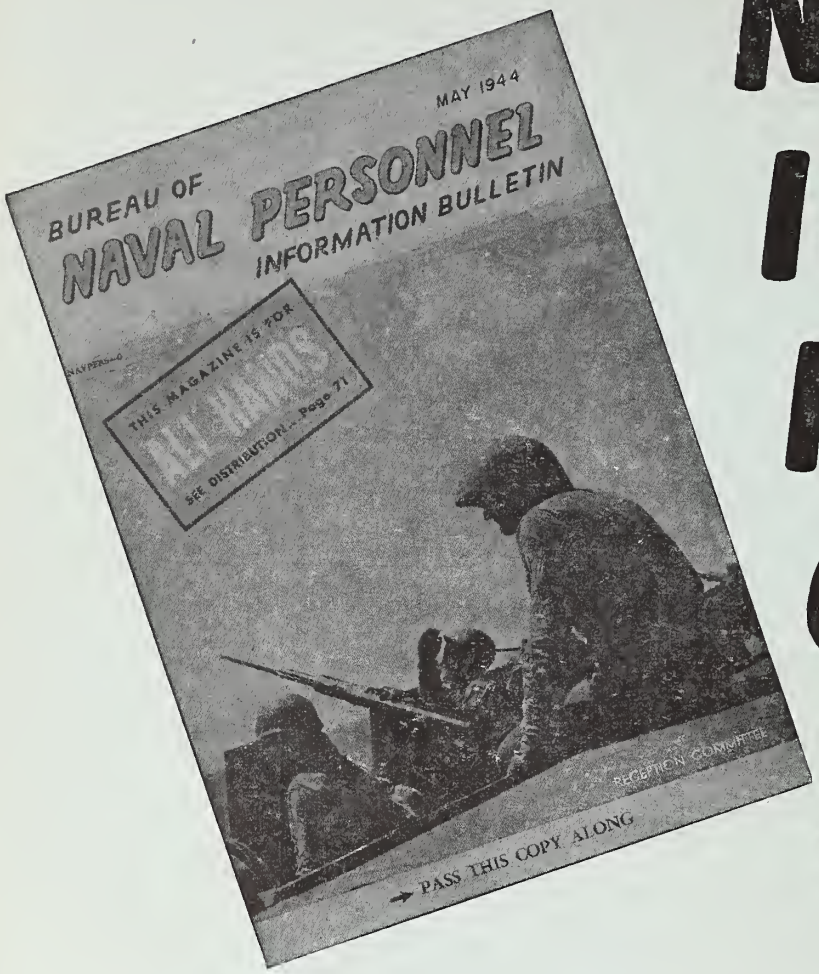


D-DAY OFF KWAJALEIN

This announcement (see other side) is inserted in every copy of the Information Bulletin; as many as possible should be placed on bulletin boards. The Information Bulletin should be available to all hands; if enough copies are not provided, to effect distribution as indicated on page 71 of the May 1944 issue, additional copies may be requested of BuPers.

Another Announcement Appears Inside Back Cover

NEW ISSUE NOW OUT



THE NAVY AT WAR

Highlights from Admiral King's "Report of Progress," summarizing the Navy's accomplishments to date.

THEY LIVED TO TELL IT.

A Juneau survivor's 7 days on a raft . . . and a CVE pilot's fall from the Card. Two true adventures.

$50,000,000 FAMILY

Family allowance checks for 1,500,000 Navy dependents add up to a big job. Here's a look behind the scenes.

MARSHALLS "UNDER NEW MANAGEMENT"

The Navy's civil affairs program gets its first workout in the Pacific.

MAIL CALL!

Ever wonder if you could do anything to make sure of getting more mail? Maybe there is; read this.

COMPLETE LIST OF ENLISTED RATINGS

With duties, specialty marks, abbreviations, pay grades, path of advancement. 7 pages.

MEET THE WEATHER

It's a war weapon just like any other—in the hands of those who know how to use it. Here's its story.

BuPERS BULLETIN BOARD NEWS ON:

Promotion policies for officers and warrants . . . rules for getting air priority on leave . . . qualifications for new ratings . . . marriage laws of the 48 states . . . rules revised on uniforms for CPOs, cooks, stewards . . . new rules on per diem allowance during fitting out . . . Alnavs, answers to letters, etc.



BUREAU OF
NAVAL PERSONNEL
INFORMATION BULLETIN

MAY 1944 • NUMBER 326

VICE ADMIRAL RANDALL JACOBS, USN
The Chief of Naval Personnel

REAR ADMIRAL L. E. DENFELD, USN
The Assistant Chief of Naval Personnel

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PASS THIS COPY ALONG AFTER YOU HAVE READ IT

REPORT OF PROGRESS

Admiral King Reviews Navy's Steps Toward Victory . . . Notes Successful Teamwork With Army and Allies . . . Sees Fight Going Increasingly Well in Both Europe and the Pacific

THE first complete report on the war progress of the Navy, from its expansion to meet the threat of war through combat operations to 1 March 1944, was forwarded last month by Admiral Ernest J. King, USN, Commander in Chief, U. S. Fleet, and Chief of Naval Operations, to the Secretary of the Navy. The 96-page report analyzes the complexity and importance of naval operations and documents early defeats, progress, victories, strategy and gains to date.

Teamwork has played an all-important role in victories to date, Admiral King concludes. For the first time in military history the Army and Navy have learned to fight as one unit. Further, our Army and Navy have learned to fight in team actions with the armies and navies of our allies.

Summing up the war to date, Admiral King says that we can look back with satisfaction on progress so far and with just pride in the part played therein by the United States.

As of 1 March, the situation in the European theater is increasingly desperate for the enemy and correspondingly encouraging for us. There, our forces participated in driving the enemy out of Africa and Sicily and in the invasion of Italy proper.

In the Pacific, the war against Japan has gone increasingly well of late. The Japanese have been driven back progressively; we have mastered and improved the technique of amphibious operations; our submarines and planes daily cut deeper into Jap shipping and supply, and the numerical inferiorities under which we suffered during the early campaigns have been reversed.

At this writing, we threaten attack on the Marianas, Carolines and Kuriles. These islands comprise what may be called the intermediate zone of the defense of the Japanese Empire.

"Japan will not be directly under attack, as Germany is now," Admiral King points out, "until the citadel area of that empire, island and continental, is under our threat or control, but current and prospective circumstances present a situation which must be as dark and threatening to Japan as it is full of promiise to us."

The history of the war in the Pacific is divided by Admiral King's report into four major stages. They are:

1. The Defensive—when we were engaged almost exclusively in protecting our shores and communications;

2. The Defensive-Offensive — during which we were able to make some offensive measures although our operations were primarily defensive;



Admiral King

3. The Offensive-Defensive — when we first seized the initiative even though we still had to use a large part of our forces for defense;

4. The Offensive — which began when our advance bases were no longer threatened and we could attack the enemy at places of our choosing.

The Defensive stage of the war started with the strike at Pearl Harbor and ended with the engagement in the Coral Sea. This tragic period saw the loss of the Philippines, Netherlands East Indies, the crippling of the Dutch and Australian navies, the threat to Australia and the long series of Japanese land and sea victories which advanced their forces throughout the Pacific.

The Defensive-Offensive period began with our smashing victory over the Japanese fleet off Midway. This, the report indicates, was actually the turning point of the war in the Pacific. It put an end to a long period of Japanese offensive action and restored the balance of naval power in the Pacific. The threat to Hawaii and the West Coast was removed. Except for the Aleutians, enemy operations were henceforth confined to the South Pacific.

The Offensive-Defensive stage of the war was then launched in the South Pacific. Our first naval operation in this newest stage of the war came 4 May 1942 when carrier-based planes attacked Jap positions on Tulagi. The battles of Guadalcanal, Savo Island, the eastern Solomons, Cape Esperance, Santa Cruz, Kula Gulf, Lunga Point and, finally, the north Solomons campaign, followed in sequence.

The Offensive continues at present and comprises such actions as the Gilberts, Marshalls, Aleutians, and Mediterranean campaigns.

At the outbreak of the war our Atlantic operations consisted chiefly of escorting convoys to Great Britain, Russian and Near East ports. It was necessary to dispose heavy units of the Atlantic Fleet so that they would be immediately available if the German Fleet attacked our shipping. Our units also acted with the British Fleet from time to time.

In addition, the defense of the western hemisphere was involved. This necessitated the stationing of air and surface forces at various points in North and South America and at certain Atlantic islands. The immediate commissioning of a vast number of ships to take part in these widespread theaters of action was necessary.

The Germans have employed the submarine on a world-wide scale but the area of greatest intensity has always been the Atlantic. The U. S. became involved in actions against submarine raiders even before we were actually at war. When war did arrive, the Atlantic Fleet was charged with the protection of troop movements and the great maritime fleet, and escort duties.

The subsequent expansion by the Germans of their areas of submarine operation added to the strain of the already hard-pressed Atlantic Fleet. The Civil Air Patrol, fleets of fishing boats, and all available aircraft were mustered in antisubmarine work. The development of the DE, patrol craft and other measures eventually reduced the submarine menace.

"Submarines have not been driven from the seas," Admiral King's report emphasizes, "but they have changed status from a menace to a problem."

The campaigns in North Africa, Sicily and Italy encompassed naval landing operations of obvious complexity and complications. They involved Army and Navy units of both the U. S. and Great Britain. It was here that the value and development of Allied teamwork received its first bloody tests.

In discussing the value and necessity of coordinated teamwork, Admiral King's report stresses that the Navy, perhaps more than any other of the services, is dependent upon a high quality of engineering skill and practice. Each technician aboard ship must learn not only how to operate his own particular machinery but must operate it so that it will contribute most to the ship as a unit. Each man depends on the other to do the right thing at the right time.

Once a unit is trained to operate efficiently by itself, the next step is to train it to operate with other ships and planes so that all may function as parts of a smooth-running machine. Mobility is one of the prime military qualities. With the increased tempo of our operations, Admiral King points out, the question of timing is all-important.

Teamwork as such has proved its imperative value from the crews of every individual ship up through the chain of command to British and American leaders, who form a "team" known as the Combined Chiefs of Staff. Here the Allies pool knowledge and operational plans to work as one carefully coordinated force against the common enemy.

Stressing that the war as a national effort has called for the full support of national organization, production, manpower, finance and morale, the Cominch report states that this support has been forthcoming in full degree.

As to manpower, Admiral King points out that the regular Navy, which in times of peace serves as a nucleus for expansion in time of war, now represents a small portion of the total number of officers and men. About 90% of commissioned personnel and 80% of enlisted personnel are Naval Reserves.

"Thanks to their hard work, their training and their will to become assets," says the report, "their performance of duty has been uniformly as excellent as it has been indispensable to our success."

As to the purely military side of the war, the report reiterates that one lesson has stood out above all others, that modern warfare can be successfully conducted only by the close and effective integration of the three military arms—ground, sea and air. And the Navy itself is a team of mutually supporting elements—the fleet, the shore establishments, the Marine Corps, the Coast Guard, the Waves, and the Seabees. Each has earned an individual "well done" but all are a part of the one term, the Navy.

The rapidity of naval expansion, Admiral King discloses, has had a profound effect on our military strategy. It has been possible to seize the initiative sooner than we had originally anticipated. This has meant a vast improvement in our military situation everywhere.

The construction of vast numbers of ships and aircraft posed many problems. It was necessary, for instance, that the performance of our aircraft must always be more than a match for the enemy. Changes in design were frequently called for and notable examples of success have been evident. One of these is the recent changeover from the Grumman Wildcat to the Grumman Hellcat.

At the beginning of the naval construction program, 10 new battleships were under construction. At the time of Pearl Harbor, only two of these were in service. Since that time six more have joined the fleet. In speed, firepower and particularly antiaircraft fire, as well as maneuverability, these ships represent a great advance over previous designs.

The carrier strength of the Navy on 7 December 1941 was seven first-line vessels and one converted merchantman. By the end of 1943, 50 carriers of all types had been put in service and a large number of escort carriers transferred to Great Britain. This remarkable record in construction has carried us to a position of clear superiority in this category.

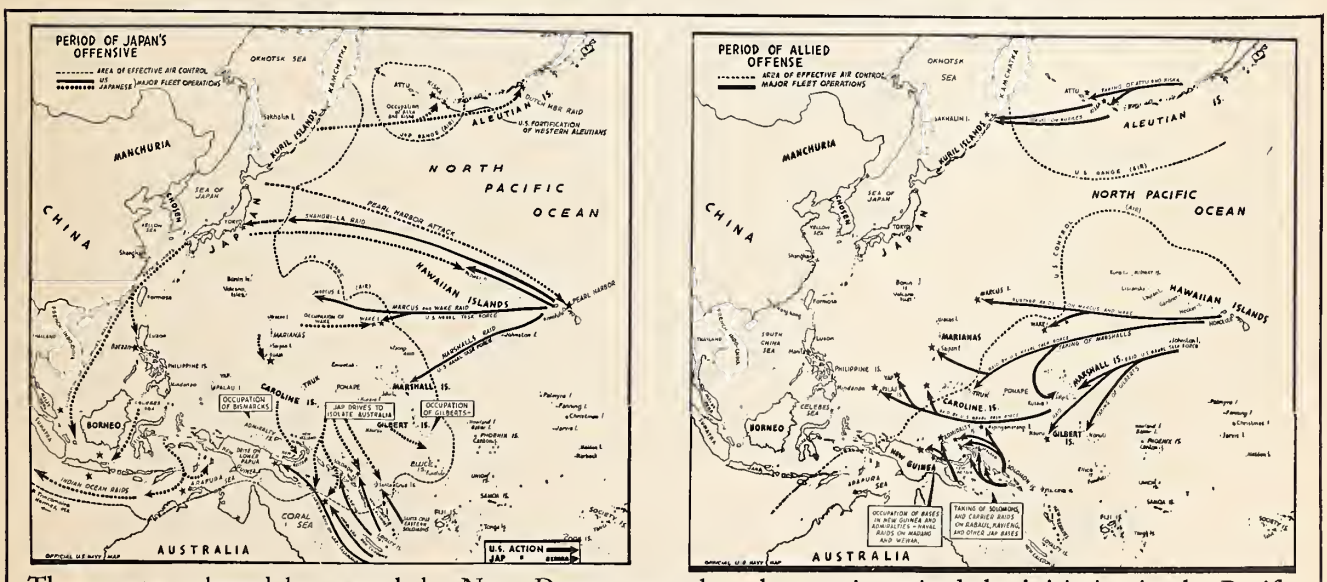
For a period of 15 years or more, there were only three yards with the equipment and know-how for the building of submarines. In addition to the great expansion at these original yards, two more went into submarine production.

One of the most important achievements, the report details, has been the landing-craft construction program. In the second half of 1942 almost a quarter of a million tons of landing craft were produced. The figure increased to one third of a million tons in the first half of 1943 and will make even greater advances in the future.

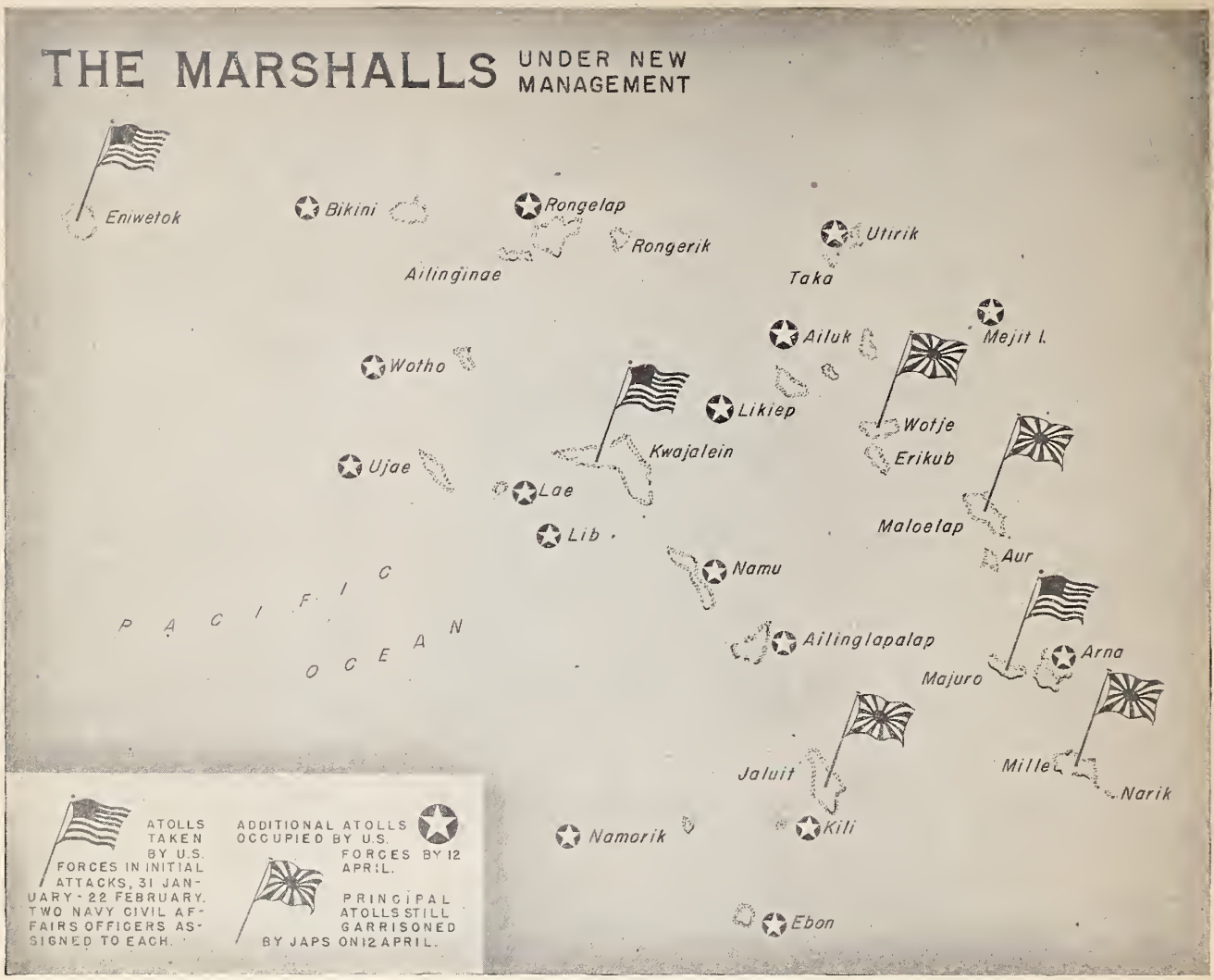
Personnel expansion has proceeded apace. The Navy on 8 September 1941 numbered 126,418 officers and men. On 31 December 1943 it had grown to a total of 2,252,606. In the same period the Marine Corps expanded from 19,701 to 391,620. The Coast Guard mushroomed from 10,079 to 171,518.

Developments of all these factors of the Navy have now overcome the numerical inferiority which cost us men, ships and territory in the early stages of the war. The enemy now feels the full power of our offensive strength, which will grow in volume.

"Both in Europe and in the Pacific," Admiral King's report ends, "long roads still lie ahead. But we are now fully entered on those roads, fortified with unity, power, and experience; imbued with confidence and determined to travel far and fast to victory."



These maps, released last month by Navy Department, show how we've seized the initiative in the Pacific.



SCENE OF ACTION: In addition to the two naval civil affairs officers assigned to each of the first three Marshalls atolls occupied by U.S. forces, as shown above, a Chief CAO was stationed on Kwajalein. CAOs are also being assigned to other atolls as they are occupied by the Americans.

The Navy Governs the Marshalls

Classroom Theories Prove Successful In Handling Natives on Pacific Atolls

On 31 January 1944, Admiral C. W. Nimitz became the military governor of the Marshall Islands, and a team of the Navy's civil affairs officers went to work on three atolls as practical administrators in the first real military government conducted exclusively by the United States in more than 40 years. Back of this fact, duly recorded in the newspapers, there is an interesting story of statesmanlike foresight, careful planning and sound training of personnel.

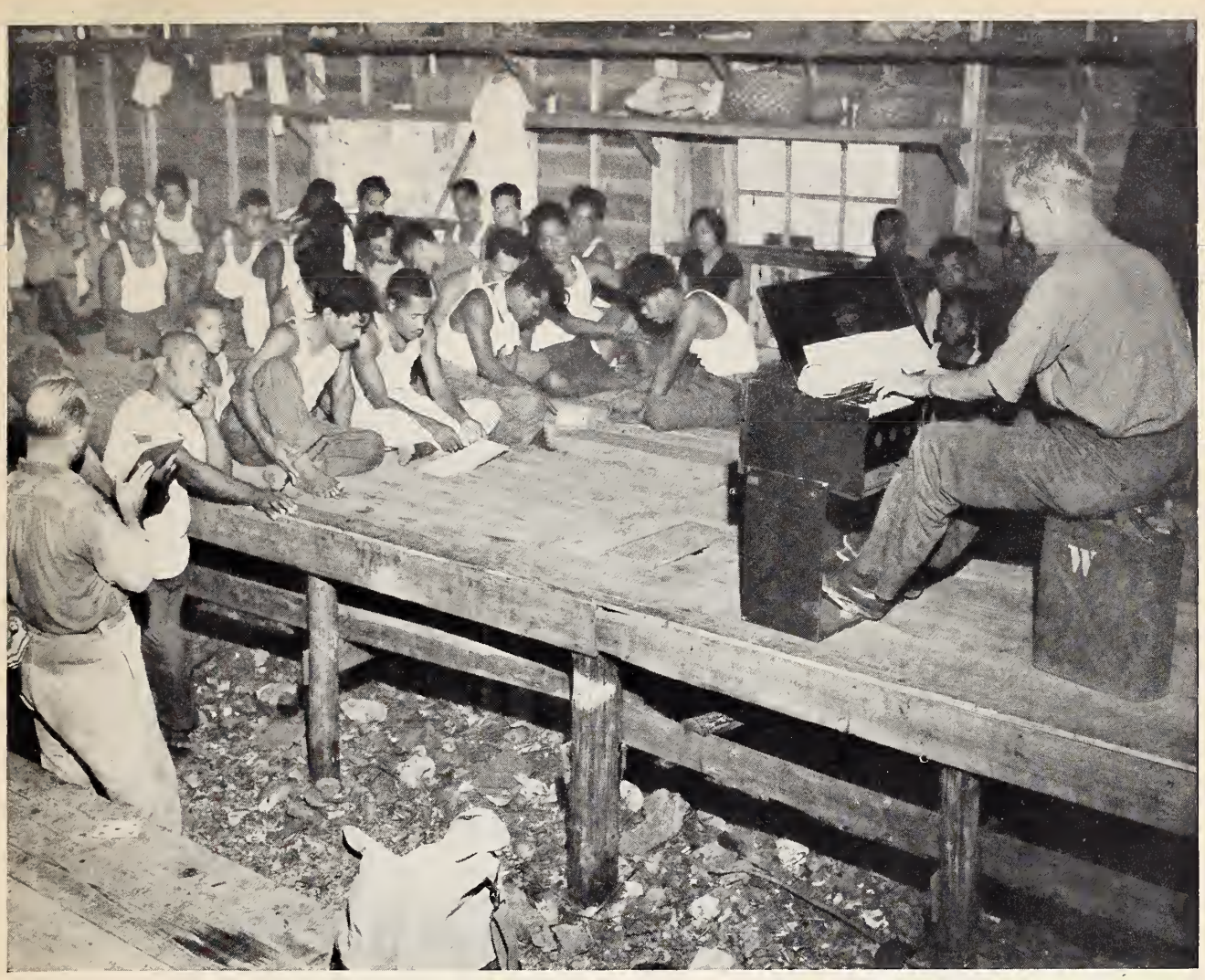
It might seem a long way from studying anthropology in New York to shepherding the pigs and ducks of some hundreds of natives on Kwajalein or Eniwetok. But the connection is not so vague as it might seem at first blush.

Civil affairs for any occupied area is a specialized problem advantageously handled by specially trained officers. Fortunately, when the Navy went into the Marshalls to take the first piece of Japanese territory captured in this war, there were officers with all the task forces trained in the business of handling natives and native problems. In consequence, the United States has the good-will and cooperation of the Marshall Islanders, and American performance in that occupied area will stand the test of examination in years to come.

In previous wars, there was no such thing as a civil affairs officer, trained for that role. And it was found that they were needed. In consequence, the Navy began in the summer of 1942 to train a selected group of men for the job. Their first real test came in the Marshalls last January and February, and they measured up well.

A civil affairs officer, typically, is an officer trained in the law, languages, customs and economics of the areas destined to be occupied by our forces. He is attached to the staff of a task-force or area commander, and is made responsible for all dealings with the native population and the local government. He stands between the armed force, naval, Marine or Army, and the civil population, serving the combat forces and likewise giving assistance to the native population.

The attack on the Marshalls came in four lightning strokes, against Ma-



Official U. S. Coast Guard photograph

A Navy chaplain, assisted by a Coast Guard organist, makes friends for us among natives of the Marshall Islands.

juro, Eniwetok, and two island groups of Kwajalein Atoll. There were naval civil affairs officers with each of these forces, and in addition Marine civil affairs officers went in with Marine and Army landing forces, the Marine CAOs remaining only for the initial combat phase.

Long training and preparation helped to insure a smooth performance. Mistakes were made. There were hitches. There always are. But the job was well done, on the whole. And the next job will be done better.

The toughest problems encountered by the Navy's civil affairs officers in the Marshalls came logically out of the peculiarities of the area. There are 34 low coral atolls in the group, strung out in two chains, Ralik and Ratak. Lumped together, they have a total area of only 74 square miles. But there is more significance in the total sea area involved—375,000 square miles, or the area of Texas and half again. The population is small—only about 10,000 in all the Marshalls.

That small population makes the civil affairs problem simpler, in a way. But it also makes it harder in other ways. When you bring 10,000 American troops onto an island with a native population of 500, there are headaches. All those soldiers want to buy souvenirs, and if left free to spend their money they would strip the island of everything movable in a week. The natives would have plenty of money, and absolutely nothing to buy—and nothing to eat.

A typical atoll might be 25 miles long and 5 miles wide—practically all water. The land best suited to military facilities is usually the land already in use by the natives. Yet the first problem of an occupying force is likely to be the construction of a bomber strip. And that takes most of the area of the largest island of an atoll, usually. At this point, the civil affairs officer is called in. The native population must be moved to other islands when our bulldozers go in to knock down the coconut trees and grade a landing strip.

Moving populations and knocking down coconut trees is likely to create a problem of native food supply—another job for the civil affairs officer. In fact, these were the biggest problems our naval civil affairs officers met—transplanting native populations and insuring their food supply under the adverse conditions following our landing operations.

On Majuro Atoll, two civil affairs officers found themselves in a shirtsleeves job very quickly. They had to move about 100 natives to an island not needed for military installations. That also meant moving their livestock—pigs, ducks and chickens. The first problem was to break the news to the natives, through their headman. The next was to round them up, with the livestock and portable possessions, take them by truck to a landing beach and get them aboard an LCT. As it happened, it became an overnight journey, and the Navy thoughtfully provided entertainment for the evening aboard ship. Not lacking in friendliness, the Marshall-Islanders-in-transit reciprocated, gave a series of native dances for the entertainment of the naval personnel aboard. Landed on their new island, in the midst of

well-loaded coconut trees, the natives did not lack food acutely. But barley was supplied from captured Japanese food stores, as were shovels, picks, mortars and pestles, to establish the Marshall Islanders in their new location.

Relations were friendly from the outset, because care was taken to treat the natives justly. Civil affairs officers on all the occupied atolls began by getting acquainted with the native kings and magistrates. They prepared in advance by drafting orders for the atoll commanders' signatures, requiring all military personnel to respect the natives and their rights.

To cement relations, the atoll commander on Majuro gave a banquet for the king, the magistrate, the ten headmen and other native dignitaries of the atoll. It was an elegant affair under the palm trees, with steaks that would grace any American table. The atoll commander even broke out in a suit of glistening whites for the occasion—presumably the only white uniform at or near Majuro.

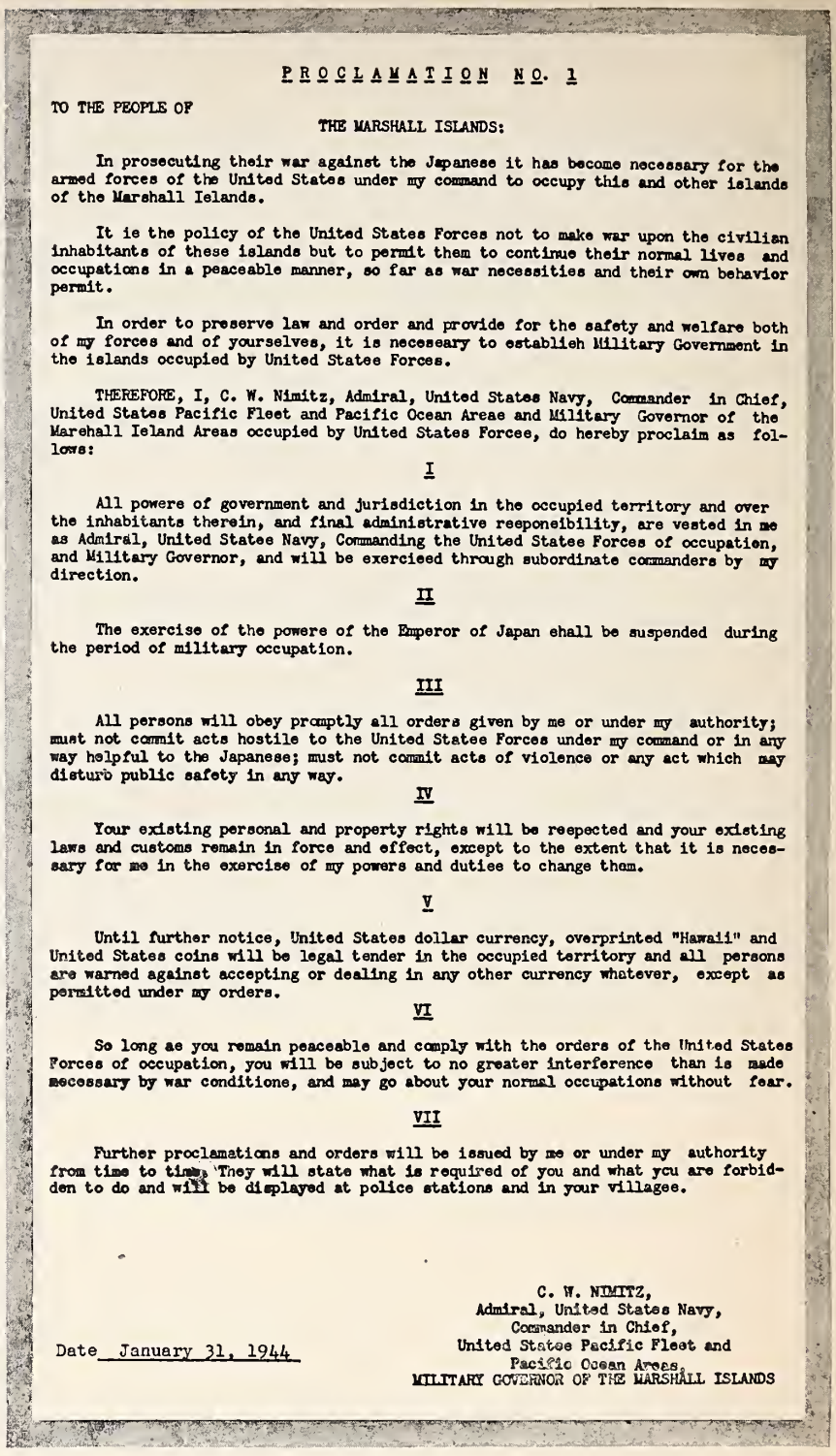
One of the prime difficulties in the atolls of the Pacific is to find enough labor for the urgent construction jobs that follow capture of an island position—jobs such as clearing away rubble, making sanitary installations and building landing strips. This was one of the absorbing problems of a civil affairs officer on the island of Roi, at the north end of Kwajalein. He devoted his time almost exclusively to recruiting and supervising a native labor force, taking them to the job each day and back to their own island each night.

Realizing that the natives would be completely bowled over by the arrival of such vast numbers of American troops, the civil affairs officers on the staffs of task-force commanders made their plans in advance to segregate the native populations on islands not needed for military purposes. In general, the policy is to avoid all contact between natives and troops. But this does not prevent soldiers from taking the eager Marshall Islanders for occasional rides in their jeeps.

The welfare of the natives has to be secondary to military necessity, of course. The war comes first. But with this qualification, everything possible is being done for the civil population in the Marshalls. Hospitals for the exclusive use of the natives were set up promptly on two atolls—and doubtless by now on all that have been occupied by our forces.

Civil affairs problems have had the attention of all ranks. One civil affairs officer back from the Marshalls reports that enlisted men of Army, Navy and Marine Corps have an insatiable curiosity about the native population, and are forever asking questions about their language, customs and habits. Island and atoll commanders with heavy tactical responsibilities find time to keep a close check on native affairs because they are interesting as well as important. When Admiral Spruance visited Majuro Atoll, he not only inspected military installations but played the leading role in an elaborate flag-raising ceremony in the principal village, and then made a speech to the hundreds of natives gathered for the ceremony.

As developed by the Navy in the Marshalls, military government is something quite different from the familiar pattern of AMG in Italy. In the Marshalls, there are no troops but American, and the military government, headed by Admiral Nimitz as military governor, is strictly American in character and personnel. Neither is there any distinct civil affairs organization separate from the garrison force. The principal civil affairs officer on an atoll is on the staff of the atoll commander, working directly with other naval, Marine and Army personnel. This insures the closest possible cooperation of landing forces with the civil affairs organization, and



PROCLAMATION NO. 1

TO THE PEOPLE OF

THE MARSHALL ISLANDS:

In prosecuting their war against the Japanese it has become necessary for the armed forces of the United States under my command to occupy this and other islands of the Marshall Ielands.

It ie the policy of the United States Forces not to make war upon the civilian inhabitants of these islands but to permit them to continue their normal lives and occupations in a peaceable manner, so far as war necessities and their own behavior permit.

In order to preserve law and order and provide for the safety and welfare both of my forces and of yourselves, it is necesary to establieh Military Government in the islands occupied by United Statee Forces.

THEREFORE, I, C. W. Nimitz, Admiral, United States Navy, Commander in Chief, United States Pacific Fleet and Pacific Ocean Areae and Military Governor of the Marehall Ieland Areas occupied by United States Forces, do hereby proclaim as follows:

I

All powere of government and jurisdiction in the occupied territory and over the inhabitants therein, and final administrative reeponeibility, are vested in me as Admiral, United Statee Navy, Commanding the United States Forces of occupation, and Military Governor, and will be exercieed through subordinate commanders by my direction.

II

The exercise of the powere of the Emperor of Japan ehall be suspended during the period of military occupation.

III

All persons will obey promptly all orders given by me or under my authority; must not commit acts hostile to the United Statee Forces under my command or in any way helpful to the Japanese; must not commit acts of violence or any act which may disturb public safety in any way.

IV

Your existing personal and property rights will be reepected and your existing laws and customs remain in force and effect, except to the extent that it is necessary for me in the exercise of my powers and dutiee to change them.

V

Until further notice, United States dollar currency, overprinted "Hawaii" and United States coins will be legal tender in the occupied territory and all persons are warned against accepting or dealing in any other currency whatever, except as permitted under my orders.

VI

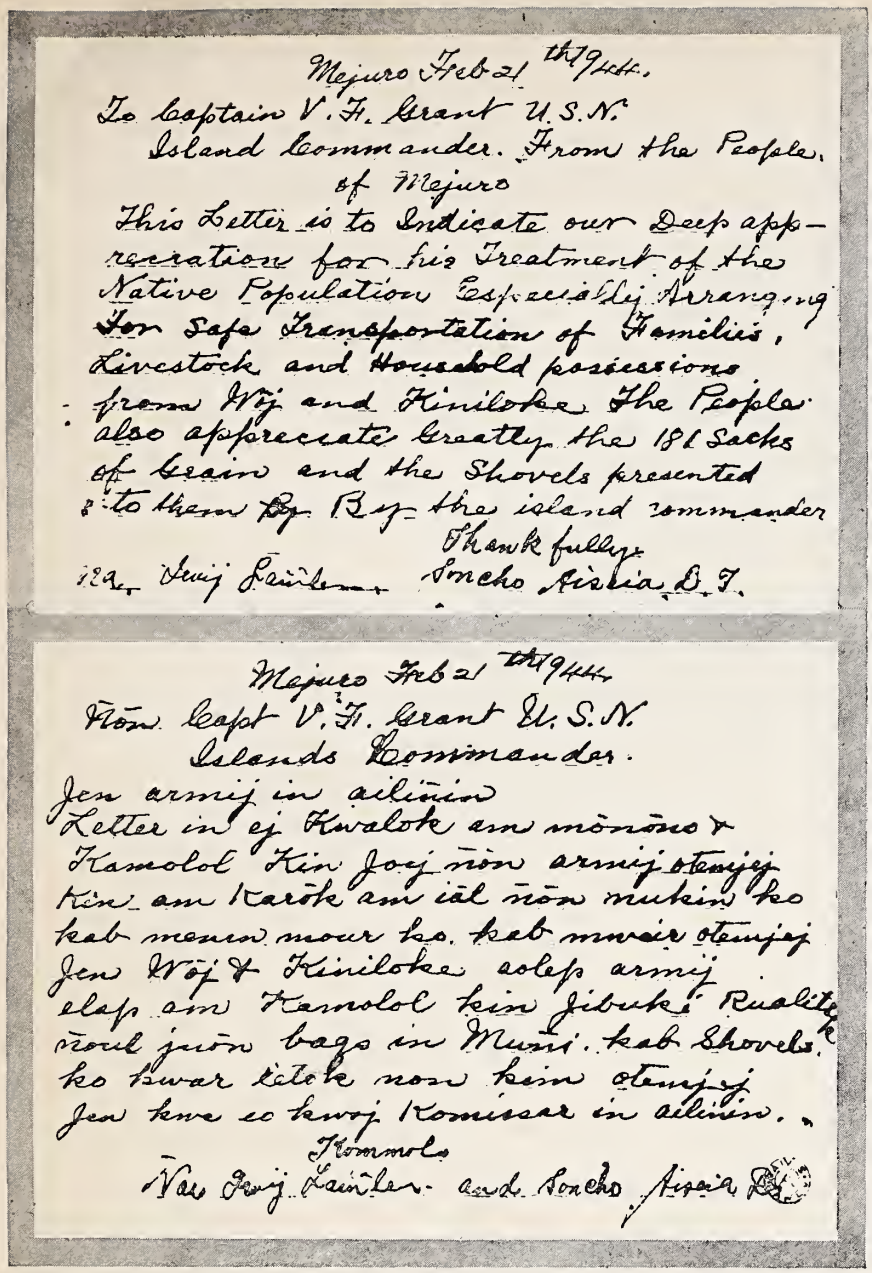
So long ae you remain peaceable and comply with the orders of the United States Forces of occupation, you will be subject to no greater interference than is made necessary by war conditione, and may go about your normal occupations without fear.

VII

Further proclamations and orders will be issued by me or under my authority from time to time. They will state what is required of you and what you are forbidden to do and will be displayed at police stations and in your villagee.

C. W. NIMITZ,
Admiral, United States Navy,
Commander in Chief,
United States Pacific Fleet and
Pacific Ocean Areas,
MILITARY GOVERNOR OF THE MARSHALL ISLANDS

Date January 31, 1944



Majuro Feb 21 th 1944.
To Captain V. F. Grant U.S.N.
Island Commander. From the People
of Majuro
This Letter is to Indicate our Deep appreciation for his Treatment of the Native Population Especially Arranging for Safe Transportation of Families, Livestock and Household possessions from Wij and Kiniloke The People also appreciate Greatly the 181 Sacks of Grain and the Shovels presented to them By By the island commander
Thank fully
Sincho Aisia D. T.

Majuro Feb 21 th 1944
From Capt V. F. Grant U. S. N.
Islands Commander.
Jen armij in ailiñin
Letter in ej Kwalok am mōnōno ñ
Kamolol Kin Joej ñōn armij otemjej
Kin am Karōk am iāl ñōn mukin ko
kab menin mour ko. kab mwair otemjej
Jen Wōj ñ Kiniloke aoleb armij
elap am Kamolol kein jibuke Rualik
ñoul juōn bags in Muni. kab Shovels.
ko bwar kilok nan kein otemjej
Jen kwe ro kwoj Komisar in ailiñin.
Kommol
Nan Jowj Lanlen and Sincho Aisia

PROCLAMATION at left (opposite page), telling the Marshall Islanders why the Americans had come and setting up the legal basis for the new government of the occupied areas, was issued in both English and Japanese by Admiral Nimitz, in his capacity as military governor, when the U.S. forces landed on Kwajalein. Reproduced above, in both English and Marshallese, is an expression of thanks from the natives of Majuro to the U.S commander of that atoll.

in later phases of the operational staff of the island and atoll commanders with the civil affairs officers.

It was found in the Marshalls that naval officers assigned to civil affairs work never lacked for something to do. The tactical commander turns to his civil affairs officer whenever a problem arises which may entail relations with the native population. Whenever it is necessary for an officer or working party to go into areas reserved for the natives, it is the settled practice to send a civil affairs officer along—to facilitate dealings with the natives and so smooth the way for rapid, frictionless accomplishment of the task in hand. Likewise, when a flag officer pays a visit to an atoll, it is customary to assign a civil affairs officer to accompany him on any inspection of the area. Especially in the first month or two, there is likely to be considerably more than enough to keep several civil affairs officers busy on any populated island cluster.

The problems vary widely from island to island. Where there is strenuous fighting, as on Kwajalein, the first urgent job of the civil affairs officer may be to recruit native workers to bury dead Japs. At another place, the main problem is the shifting of native populations. Elsewhere, it may be the provision of emergency food supplies to the civil population, whose livelihoods have been upset by interruption of the copra trade—their only export.

For all these jobs, the Navy's civil affairs officers have been carefully schooled in advance. With some exceptions, they come from a nine months' course at the Naval School of Military Government in Columbia University. Four classes of officers have now been graduated there, totalling perhaps 150. They are scattered through Europe, Africa, the United States and the Pacific area, as far as Australia—some of them working with AMG, others in what might be called operational training with port directors or sea frontier establishments. Others are right at jobs for which they were primarily trained—in the atolls of the Pacific.

Their training covers the languages, customs, law, geography, economics and history of the Far Pacific area. They begin with international law, the source of their authority as civil affairs officers. They learn something of the distinctive laws and customs of the areas marked out for eventual occupation. They study in particular detail the economic problems of military occupation, for the danger of inflation and economic disaster is especially serious on small islands when great numbers of free-spending, souvenir-hunting soldiers move in.

The whole course at Columbia centers on anthropology—the formidable name for an interesting subject. In this field, one learns something of how different peoples live and think—of their eating habits, their tribal customs, their social taboos, their rituals. Military government involves many things, but most of all it is a matter of understanding how a subject population will react to highly unsettled and strained circumstances, and a matter of handling them in the right way. Nine months is a long time to go to school during a war. But it is not too long for those who must learn the complexities of native life in a variety of little-known Pacific areas.

Back of any successful undertaking in the field of military government—as in operations—there is a great deal of painstaking planning. The military government in the Marshalls, headed by Admiral Nimitz and conducted by island and atoll commanders and civil affairs officers under them, is not an exception to the rule. Many months in advance the civil affairs officers who went in with the task forces were studying the islands, the technique of military government, the nature of the Japanese administration in the islands. Months before the attack was



Official U. S. Marine Corps photograph

WAR'S HAVOC, like this on Kwajalein, often complicates the problem of providing for the natives of occupied areas by destroying natural sources of food. Often, too, the occupying forces need some of the best land for military installations and must move the natives to new homes.

launched a detailed plan for military government of the area was developed, at first in the school at Columbia, then in the office of the Chief of Naval Operations, Occupied Areas Section, with the help of interested bureaus and operations sections. Still further planning was done at Pearl Harbor, where information from the forward area could be fitted into the picture and plans revised to take account of the latest intelligence reports. That is not the sort of work that makes headlines. But it is essential.

The Marshalls represented a small job, in the field of civil affairs. Even when all the atolls are taken, and included in the military government, it will be a small job. There are much larger tasks ahead for many more of the Navy's civil affairs officers.

The tasks ahead are not only bigger, but different in character, and this is reflected in the constant change of the pattern of training. The problems of small coral atolls and their scanty populations and primitive economies are not at all like the problems of populous, highly developed Oriental regions. Thus it is that oncoming groups of civil affairs officers will have studied different languages, and will have had more thorough training in economics and finance, with less emphasis on tribal organization and similar matters of anthropology. The effort is being made to train men for rather specific problems and areas.

One of the first problems the island commanders met in the Marshalls, for example, was what to do with the Japanese yen in the possession of the natives. Were they to call it in? And, if so, how should this be done, and should American dollars overstamped "Hawaii" be circulated instead? This is the sort of problem a naval officer might find baffling—unless he had been trained in economic problems of military occupation. What to do with enemy property? How to settle native disputes over land rights? How to punish uncomprehending natives caught violating military ordinances, for whom a jail sentence would be just a welcome chance to get some good food without working? Such problems call for a know-how that is not to be found in a navigation book —or even in Navy Regs.

It needs to be said, however, that classroom training, however well-planned and thorough, is not enough. Linguistic talents and a profound knowledge of the law and custom of an occupied area are not a substitute for common sense, physical endurance, and a solid grounding in the Navy's organization and procedures. Consequently, civil affairs officers are drawn as far as possible from the naval service, rather than civilian life; and all of them are indoctrinated in strictly naval subjects, both in formal schooling and by assignment after graduation to various naval activities.

Taking it all in all, the working of naval military government in the Marshalls confirms that there is an important job for the civil affairs officer, and that if he is carefully chosen and thoroughly trained, he will be successful in the discharge of his mission.



Official U. S. Navy photograph

FUTURE CAOs study languages and customs of potential occupied areas at the Navy's School of Military Government and Administration at Columbia University, New York City. The teacher in this class is assisted by a Malayan youth, seated at the head of the table.

ENGEBI

Aerial Photographs Show Actual Assault on Island in Marshalls

ON Engebi Island, part of Eniewetok Atoll, the Japanese had one of their most important airfields in the western Marshalls. The photograph above illustrates the teamwork with which American forces captured it last February in exactly six hours and five minutes. Flares at upper left in the picture signal U. S. warships in the background to lift their bombardment of the shell-pocked target as landing craft streak from the right toward a smoke screen laid by our carrier-based planes to hide the actual storming of the beach. At right, looking like excited water bugs, are the approaching assault craft as seen from closer range. Both pictures are official U. S. Navy photographs, taken from the air.





Mail from home is distributed at Espiritu Santo in the New Hebrides.

'MAIL CALL!'

The Story Behind That Welcome Signal . . . And Some Tips on How to Make It Sound Sooner for You

THE magazine you are reading now is one of nearly 250,000 copies which have been mailed by the Navy to the far corners of the world. Its itinerary to you may have covered thousands of miles or only a few. Perhaps it chased your ship or company from battlefront to battlefront or waited in some fleet post office for your ship to make port.

It may have been part of a cargo that dodged submarine and air attack or been brought to you by muleback or by the newest of huge flying boats. The circulation of a quarter of a million copies of this magazine to wherever in the world men of the Navy are in action poses mail problems which would be insurmountable for anything except a naval publication. But Navy mail got this one to you, just as it has delivered thousands on thousands of other copies to the scattered forces of the Navy everywhere.

"But if the Navy is able to do a mail job of that size," you may say to yourself, "why can't I get one little letter from my wife on time?"

There are any number of reasons why your mail may be delayed, even with a vast and highly geared Navy mail organization carefully routing it. But when your mail is lost, or undelivered, the blame almost inevitably can be placed at one of two sources—you or the person who wrote you—even though it is true, of course, that ships do get sunk and mail does go to the bottom with them.

Mail to members of the armed services overseas has reached the staggering total of 25,000,000 pieces a week. Nearly 3,000,000 of these are insufficiently or incorrectly addressed! And the situation is just as bad with domestic mail.

Some idea of the tenacity and efficiency of the Army and Navy postal clerks can be drawn from the fact that, of these millions of poorly or wrongly addressed letters, more than 97% eventually reach their destinations. But the delay usually, and understandably, runs into months.

There are some letters which just never get to their destination, like the favorite of the Postal Affairs Section of the Division of Naval Communications. This one, which also had an unintelligible return address, was directed to:

Man In U. S. Naval Fleet Reserve
With Seventh Day Adventist Wife;
(Joined Navy in 1915)
(Was a Methodist then)
Washington, D. C.

This, of course, is an extreme example, as is the letter from a serviceman to the office of the Army's Adjutant General which was addressed to "The Angel and The General, Washington, D. C." But the Postal Affairs Section wishes that Navy men the world over would realize that a simple mistake in spelling or numbering may make a man just as hard to find as the fleet reservist with the Seventh Day Adventist wife.

For instance, the careless writing of Navy No. 727 may make it look like 121. And vice versa. A badly written 131 often appears to be (3). These may seem to be simple and easily corrected mistakes. Usually they are. But before they're corrected, the careless writing of a single figure may have sent the letter thousands of useless and mistaken miles.

The handling and distribution of wartime mail, even when it's correctly addressed, is a complicated and intricate operation. Security necessitates codes, keys and numbers. A great percentage of naval personnel is continually on the move. Transportation is through hazardous waters and fields. The added obstacles of distance, supply, casualty and routine transfers make the Navy Mail Service much more complex than the routine pickup and delivery of a domestic post office.

Since mail from home is admittedly a primary factor in morale of men overseas, the Navy makes every human effort to see that you get your mail as soon as possible wherever you are. There are a total of 9,125 postal clerks and thousands of assistants assigned by the Navy, Marine Corps and Coast Guard to sort and forward your mail. At last count there were over 1,700 Navy post offices. The huge fleet post offices in San Francisco and New York cover a city block in each case and are equal in size to a building over 10 stories high. Each handles over 30,000,000 outgoing letters and 5,900,000 parcels in a month.



Official U. S. Navy photographs

A sack of mail is transferred at sea from a destroyer to a larger ship.

In addition, a vast amount of mail is sent to men of the Navy serving within the U. S. This mail is handled through regular postal channels.

Before the war every country in the world, with few exceptions, was represented by ships sailing the seven seas. Today Americans are scattered all over the world and only the overburdened transports of the Allied nations are available to carry mail.

War has interrupted trade routes, and few ports of entry are available to which mail can be transshipped with ease. Mail to the Orient via the Pacific has ceased. Certain Atlantic and Mediterranean routes are the only ocean lanes open to mail for Americans in the Far East. Air transportation is the only service to many far-flung overseas and advance bases.

Despite these substantial obstacles, Navy mail will get to you as quickly and surely as possible—if you'll use a little care in helping it on its way. Since nobody can get your present Navy address unless you send it to him yourself, directly or indirectly, make sure that you send it correctly. The following is a list of rules which, if followed by everyone, would cut mail complaints about 99%.

1 Spell out your full name even if it's Marmaduke Cholmondeley Brown. There are about 750 M. Browns and scores of M. C. Browns in the Navy.

2 Do not use nicknames. Your current mail orderly may know you intimately as "Tony" or "Bud" or "Red." But how about the strange orderly who's going to handle your mail at the next ship or station?

3 Spell out your activity, too. Don't write 26th "Bat." or "NCB" for 26th Construction Battalion. There may be marines or soldiers in the neighborhood and thus another 26th Battalion.

4 Don't combine Navy numbers with mobile unit numbers. Get your current mailing code number and address from your current post office and use that one only. When you move, be sure to get the new one right. Mail will chase you around the world, but it takes time.

5 If you're sending a parcel, or expect one, make sure—or urge the sender to make sure—that it's properly wrapped against multiple handling and rough treatment. Wartime handling is necessarily indelicate and hurried. Also, ship's holds in tropical climates get hot!

6 Don't mail perishable or breakable articles unless you take special care in the packaging. Don't mail inflammables.

7 Take extra care in the writing of your return address. Remember that one carelessly written number may send your next letter from home halfway around the world—in the wrong direction.

8 Don't complain to your correspondents about mail. It only worries them. Report it to the proper officer aboard and let him take it up officially or explain to you the reason for delays.



Tarawa: On the heels of conquest comes a giant patrol bomber loaded with mail.

A simple observance of these rules will keep your Navy mail going and coming regularly, barring wartime emergencies. Such emergencies will delay your mail and there's nothing anybody can do. Ships may rendezvous for battle and, after the action, put in at a different port. Meanwhile, mail is waiting at the home port, and must be resorted and rerouted.

Also, ships do get sunk occasionally and some mail is lost.

When your Navy mail does get lost, no matter whose fault or by what accident, the Navy is ready to put a highly geared and integrated tracing and recovery organization to work trying to find the missing item.

The investigation section of the Postal Affairs Section last year handled claims on 800 articles which were irretrievably lost somewhere between the deposit box and ultimate destination. This section also works with postal authorities and investigating agents on any case involving theft or suspected criminal activity.

If something belonging to you has been lost while in the care of the Navy mail system, don't hesitate to make your complaint. Don't just shrug it off and assume that a ship was sunk or that the Navy mailmen are uninterested in your personal welfare and loss. Hand all information over to the proper officer of your ship or station for the Navy Post Office. Experienced experts will try to chase down and recover the missing item.

If Navy mail lost it, you'll eventually get paid. The Judge Advocate General approves all legitimate claims, but payment usually has to wait until a congressional appropriation is made to cover a group of such claims. It may take several months, but the reimbursement will come eventually if the claim is legitimate.

A complaint section operates to check every possible reason why you're not getting your mail on time, why it's going to the wrong place, or how it got lost. It is this complaint section which has most reason to hope that naval personnel and their correspondents will be more careful about addresses, spelling and handwriting.

In its efforts to deliver every letter, the Navy Postal Affairs Section has developed a comprehensive directory service. All undeliverable mail is sent to the nearest directory. If one of these branch directories can't locate the addressee, the letter goes to Washington and there is checked against the files of BuPers for the man's last address. Even there, since there are sometimes delays in receiving official muster rolls, the mail may have to be held for a considerable period before it can be checked.

Approximately 140,000 letters and 2,000 parcels are handled in this central searching unit every month. But one clerk can clear only 300 letters a day.

Another service which the Postal Affairs Section has recently developed for naval personnel away from home is two forms of war cablegrams. One is the EFM—expeditionary force message. The other is the SCM—sender's composition message.

The EFM was originated by the British and is, in effect, similar to the "canned text" messages which the American telegraph companies offer for wired messages of congratulation, regrets, etc. There are 136 stock messages which can be sent to any Allied-controlled portion of the world for the basic rate of 60 cents. The texts cover almost every common request, congratulation, greeting and message.

Since the British originated the EFM messages and their cables carry them to the ultimate destination, the EFM texts are sometimes a little British for American choice. Such phrases as "Good show, keep it up" or "Hearing your voice on the wireless give me a wonderful thrill" may not be quiite the words Mac or G.I. Joe would choose. But there are plenty of suitable EFM phrases, and recently the Postal Affairs Section submitted a list of 120 American phrases for combination with the British texts.

The EFM blanks are available at virtually any telegraph station anywhere in the Allied world. Every cable company in America handles them.

The SCM plan has been in effect since February. Any relative or friend who wishes to cable a message to anyone in the Navy at an overseas shore base can send what he or she pleases and pay for it according to the number of words in the text. The sender must be able to furnish the man's full name, rank or rate, service number and either Navy or APO number or code word.

STANDARD NUMBERED TEXTS FOR EXPEDITIONARY FORCE MESSAGES

CORRESPONDENCE

1 ☐ Letter received. Many thanks.
2 ☐ Letters received. Many thanks.
3 ☐ Telegram received. Many thanks.
4 ☐ Parcel received. Many thanks.
5 ☐ Parcels received. Many thanks.
6 ☐ Letters and parcels received. Many thanks.
7 ☐ Letter and telegram received. Many thanks.
8 ☐ Telegram and parcels received. Many thanks.
9 ☐ Letters sent.
10 ☐ Parcels sent.
11 ☐ Letters and parcels sent.
12 ☐ Many thanks for letter.
13 ☐ Many thanks for parcel.
14 ☐ Many thanks for telegram.
15 ☐ No news of you for some time.
16 ☐ Writing.
17 ☐ Urgent.
18 ☐ Please write or telegraph.
19 ☐ Please write.
20 ☐ Please telegraph.
21 ☐ Please reply. Worried.

GREETINGS

26 ☐ Greetings.
27 ☐ Loving greetings.
28 ☐ Fondest greetings.
29 ☐ Love.
30 ☐ Darling.
31 ☐ All my love.
32 ☐ All my love dearest.
33 ☐ All our love.
34 ☐ Fondest love.
35 ☐ Fondest love darling.
36 ☐ Best wishes.
37 ☐ Greetings from us all.
38 ☐ Loving greetings from all of us.
39 ☐ Best wishes from all of us.
40 ☐ Fondest wishes from all of us.
41 ☐ Best wishes and good health.
42 ☐ Kisses.
43 ☐ Love and kisses.
44 ☐ Fondest love and kisses.
45 ☐ Well.
46 ☐ All well at home.
47 ☐ Best wishes for Christmas.
48 ☐ Best wishes for Christmas and New Year.
49 ☐ Loving wishes for Christmas.
50 ☐ Loving wishes for Christmas and New Year.
51 ☐ Loving Christmas thoughts.
52 ☐ Happy Christmas.
53 ☐ Happy Christmas and New Year.
54 ☐ Good luck.
55 ☐ Keep smiling.
56 ☐ My thoughts are with you.
57 ☐ Many happy returns.
58 ☐ Birthday greetings.
59 ☐ Loving birthday greetings.
60 ☐ Happy anniversary.
61 ☐ You are more than ever in my thoughts at this time.
62 ☐ Best wishes for a speedy return.
63 ☐ Good show. Keep it up.
64 ☐ Best wishes for New Year.

HEALTH

68 ☐ Family all well.
69 ☐ All well. Children evacuated.
70 ☐ All well. Children returned home.
71 ☐ All well and safe.
72 ☐ Are you all right?
73 ☐ Are you all right? Worried about you.
74 ☐ Please don't worry.
75 ☐ Hope you are improving.
76 ☐ Please telegraph that you are well.
77 ☐ Are you ill?
78 ☐ Have you been ill?
79 ☐ Illness is not serious.
80 ☐ Illness is serious.
81 ☐ I have left hospital.
82 ☐ In bad health.
83 ☐ Health improving.
84 ☐ Health fully restored.
85 ☐ Son boro.
86 ☐ Daughter born.

PROMOTION

91 ☐ Congratulations on your promotion.
92 ☐ Very pleased to hear of your promotion.
93 ☐ Delighted hear about your promotion.

MONEY

98 ☐ Please send me... pounds.
99 ☐ Please send me... dollars.
100 ☐ Have sent you... pounds.
101 ☐ Have sent you... dollars.

NOTE: The actual amount in words to be inserted and transmitted immediately following the text number.

102 ☐ Can you send me any money?
103 ☐ Glad if you could send some money.
104 ☐ Have received money.
105 ☐ Have you received money?
106 ☐ Have you sent money?
107 ☐ Thanks for money received.
108 ☐ Have not received money.
109 ☐ Unable to send money.
110 ☐ Sorry cannot send money.

CONGRATULATIONS

115 ☐ Congratulations on anniversary. Best wishes.
116 ☐ Congratulations. Lasting happiness to you both.
117 ☐ Glad and proud to hear of your decoration. Everybody thrilled.
118 ☐ Loving greetings and congratulations.
119 ☐ Good luck. Keep it up.
120 ☐ I wish we were together on this special occasion. All my best wishes for a speedy reunion.

MISCELLANEOUS

135 ☐ Very happy to hear from you, dearest. Am fit and well.
136 ☐ Hearing your voice on the wireless gave me a wonderful thrill.

This information is taken at any telegraph office. The message then goes to a naval communications center which, by use of two code words, routes the message first to a district communications center and thence to the man's actual station.

In the first month of operation, 2,500 inbound EFM cables were handled and 1,500 went out from America. Four thousand inbound and 900 outbound SCM messages were transmitted during an equivalent period. These new cable services have solved the problem of vital and important messages between men overseas and their homes.

If all the other difficulties of mail service for naval personnel were corrected, there would still be one fly in the ointment—*transportation.* No matter how well your mail is addressed or handled, if it hasn't a carrier, it's stalled. This was the principal reason for the development of V-mail. V-mail solved the biggest transportation problem. It's so fast, in fact, that there are times when fleet post offices must hold it back for a while—if it were sent right out, it would get to its destination before the addressee got there.

Use of V-mail increased 24% in March. A new V-mail operation planned between advanced bases and fleet units and the Field Branch of the Bureau of Supplies and Accounts, in Cleveland, will soon handle 500,000 pieces of official mail a month—including pay records and accounts.

Although the advantages of V-mail are numerous, many Navy men still seem unfamiliar with them:

- V-mail assures you of air service.
- It insures against loss of letters, since, if the film is lost, a duplicate is forwarded.
- V-mail facilitates and speeds censorship.
- By reducing the volume of ordinary airmail, it leaves air transportation available for important mail which may require enclosures.
- It provides you with ready stationery facilities in the field when paper is scarce or not available.
- Use of V-mail by service personnel serves as an incentive for the folks at home to use the same means of writing. Since outgoing mail furnishes the Navy with its biggest delivery problem — transportation — it's wise to get the home folks in the V-mail habit.

Whether or not you are using V-mail, make one more mental note: you can help both yourself and the Navy by taking a little simple care in writing addresses and return addresses, and by making sure that you have your correct mailing address at all times.

The Navy is just as eager to deliver your mail as you are to get it.



1. These bags, in the FPO at New York, contain mail for one vessel.



2. Mail for the fleet is unloaded from an incoming vessel at Pearl Harbor.



Official U. S. Navy photographs

3. Newly arrived mail is picked up by truck on a South Pacific island.

True-Story Adventures:

The Rescuer Goes Overboard

It happened last fall on one of those action-filled cruises of the USS *Card* in which it seemed that anything could happen and generally did (INFORMATION BULLETIN, Dec. 1943, page 2).

The aircraft carrier *Card*, her air squadrons and escorting destroyers, USS *Borie*, USS *Goff* and USS *Barry*, won the Presidential Unit Citation for sinking more U-boats than any other combat team in history. You may recall the amazing story of the night battle to the death between the *Borie* and a Nazi sub, in which the American ship rammed and pinned down the U-boat and then fought it out John Paul Jones style with guns, pistols, knives and even empty shell cases.

Anyway, this happened about a week before the *Borie* went down, and at the end of a heavy day of battling with a submarine wolf pack.

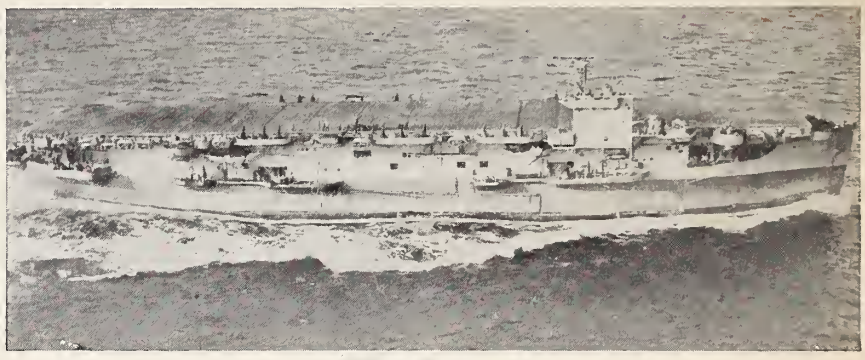
Lts. (jg) Roger C. Kuhn, USNR, Plymouth, Ind., and Harry E. Fryatt, USNR, Waukesha, Wis., were the last pilots to come in that October evening. Lieutenant Kuhn put his heavy Grumman TBF torpedo bomber down on the bobbing flight deck of the *Card* without accident, but the problem of getting Lieutenant Fryatt and his crew safely aboard was something else. For landing a plane on one of the new escort carriers when the North Atlantic is kicking up is no cinch at any time, and the gathering darkness made is doubly difficult. But the thing that had everyone in the task group worried was that Lieutenant Fryatt's plane had taken a 40-mm. shell through its wing shortly before while fighting a surfaced U-boat. The hit damaged his landing gear and hydraulic system. When Lieutenant Fryatt lowered his plane's wheels for the landing, only one came down. Nor would it go up again so that he could try to bring the plane in on its belly.





Capt. Isbell and Lt. Kuhn

Capt. Arnold J. Isbell, USN, Washington, D. C., commander of the *Card* and the task group, considered the situation. If he ordered Lieutenant Fryatt to crash-land in the heavy, running seas, the chances were that the crew either would not get out of the wrecked plane in time or, if they did, could not be located in the darkness. The same odds prevailed if the plane pivoted on its one wheel and went over the side in attempting a deck landing. But there was a chance the plane would stay on the deck.



The USS Card

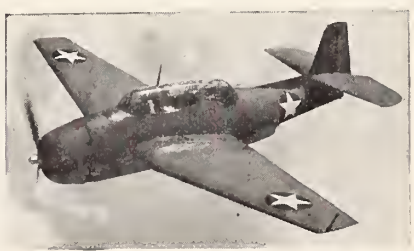
Just as Lieutenant Kuhn got out of his plane, he heard Captain Isbell's decision over the bull-horn: Clear the deck for a crash-landing. Lieutenant Kuhn watched the preparations, saw them park his plane near the bow beyond the barriers as an added stop, and then ran below.

For he, Kuhn, and Lieutenant Fryatt were buddies. They had roomed together, played together and flown together since joining the squadron.

"I didn't want to see him come in," said Lieutenant Kuhn later, "for I felt that the chances of his staying on deck were about one in a hundred. I ran down to my room, not knowing just what to do and feeling very helpless. I noticed Doc's (Lieutenant Fryatt's) flashlight on his desk, and thought of the dark water.

"I looked up at his bunk and then I told myself that it wouldn't be empty that night if I could help it. So I grabbed the flashlight, ran up to a spot on the forecastle, climbed the ladder to the forward edge of the flight deck, just ahead of my parked plane, and waited developments.

"My reasoning and my position on the flight deck might not have been wise, but if he was going over the side, I wanted to be where I could go in after him. I chose the only reasonably safe place on the flight deck where I could take a running jump after him if the plane pivoted on its one wheel and went over the side."



Official U. S. Navy photographs

TBF

What actually happened, however, was far different from what he had planned. Lieutenant Fryatt made several attempts to land, and finally got the signal from the carrier landing officer to come in. He was high, however, and missed all the stops and barriers. His wing tip struck the island of the carrier, knocking off part of the wing. The plane then hit the deck on the other side of the last barrier, crashed full into the parked plane and stopped dead. Lieutenant Fryatt, his gunner and radioman got out of their bomber, unhurt.

As Captain Isbell declared later, the TBF made a perfect billiard. But the "No. 2 ball," Lieutenant Kuhn's plane, was driven clear off the table for a scratch. And Lieutenant Kuhn went with it.

He was knocked some 30 feet forward and over the edge of the flight deck, landing on the forecastle rail on the deck below. Badly bruised and cut, Lieutenant Kuhn was still conscious and aboard the ship. But as he landed on his back on the rail, he looked up and saw his heavy plane coming down on top of him.

"I had to push myself over the rail or be crushed," he said; "so I went tumbling 40 feet or more down into the water, the plane just a few feet behind. I hit on my shoulders, with my feet in the air, and managed to get a few feet under before the airplane crashed. It missed me, I think, by inches.

"The plane, however, shot backwards and up to the surface, catching my leg on the ragged edge of the wing. I got clear, and swam like hell. All this happened—bang, bang, bang. The ship wasn't even past me, and I was afraid I'd get sucked under by the screws. Then, as the ship went by, I thought of the rubber raft in my plane; but as I tried to swim to it, it turned up its tail and went nose down to Davy Jones' locker.

"There were a couple of life jackets floating nearby. I grabbed them, wrapped them around my arm and then unbuttoned my jacket to get my flashlight. I pushed the button and it worked."

Few aboard the carrier saw the officer go over, but the cry "Man overboard" soon boomed over the bull-horn. A petty officer attached to Lieutenant Kuhn's squadron, R. L. Goodwin, ACOM, USNR, Cape May, N. J., quickly threw over several life jackets—those the officer grabbed.

A cheer went up from the ship when Lieutenant Kuhn's flashlight blinked on in the now near-pitch darkness, and orders were sent to the destroyer *Barry* to attempt the rescue. Everyone aboard wondered how he happened to have the light with him.

But Lieutenant Kuhn's troubles were not yet over. His legs were practically numb, making swimming all but impossible. In those seas, it was a difficult job for the destroyer to bear about and pick him up.

"I was an awfully long time reaching the 'can'," he said. "It was dead in the water, or seemed so, apparently waiting for the waves to bring me to them. Probably they were afraid of running me down. The water was icy and I began to get drowsy. I had to keep hitting myself on the head to keep from losing consciousness.

"Then someone of the *Barry* threw me a line. He was a crack shot, for the buoy hit me square on the head. There was a bump there the next day. I wrapped the line around me several times and waited to be pulled in.

"All of a sudden, the destroyer started full speed astern, and I was skipping across the surface of the water like an Hawaiian on an aquaplane. Why, I'm not sure, but someone said later that there was a sub nearby and it threw a torpedo at us.

"Then they slowed down, and I was pulled abroad like a bass on a hook. A sea ladder was thrown over the side, but I couldn't climb it, and several men came down and helped me aboard."

Transferred to a hospital ashore, Lieutenant Kuhn was weeks mending. Shortly after Christmas, however, he was back at sea flying antisubmarine patrol.

"I've heard people say," he declares, "that when you get in a jam like that your whole life passes before your eyes and you vow that if you get back you'll stop playing around and settle down. That really happened to me, and I told myself if I got out of this, I'd marry my girl and not wait around anymore."

On Christmas Eve, a week after he was out of the hospital and two days before he went back to sea, Lieutenant Kuhn did marry his girl. She was Ens. Mary A. Lichtenwalner, a pretty Navy nurse from Emmaus. Pa., who helped nurse him back to health at the naval hospital.

Seven-Day Voyage on a Raft

A story of the death struggle of the USS *Juneau* and of seven terrible days on a life raft without food or water lies behind the recent presentation of the Legion of Merit to Joseph P. Hartney, SM1c, USN, of New Britain, Conn.

The 22-year-old signalman, a veteran of five years in the Navy, joined the *Juneau* shortly after her commissioning at the New York Navy Yard in February, 1942, and saw much action in the succeeding months.

The *Juneau's* end came on 13 November 1942. In the early hours of that morning she took part in the furious close-range battle in which a huge Japanese invasion force was turned back with heavy losses in its attempt to recapture positions in the Guadalcanal-Tulagi area. The 6,000-ton cruiser did her full share in repulsing the Japanese ships, but later that day she suffered torpedo hits that sent her to the bottom.

Hartney was carried under water with her, then blown a few feet clear of the surface by another explosion.

When the water calmed, Hartney joined a small group of survivors huddled on and around a life raft, life floats and debris. In the grim night that followed, several men died. Sharks attacked the next day and one took the skin off the hand of a man next to Hartney on the raft.

Then a plane roared overhead and dropped an uninflated rubber raft several hundred yards from the group. Hartney, despite the sharks, decided to make a try for it.

Hartney reached the raft, inflated it and paddled back. He believed that land was about 55 miles away and, after receiving permission from one of the injured officers aboard the large raft, decided to go for help. James Fitzgerald, S1c, of Manchester, Conn., volunteered to go with him. They also took Lt. (jg) Charles Wang, a torpedo officer of the *Juneau*, who was badly hurt and in need of medical attention.

Their equipment consisted of the raft, a pump, the paddles, a patching kit, a bailing bag and a knife that Hartney happened to have in his dungarees. They had no food, no water. The officer was placed in the rear of the raft, and Hartney and Fitzgerald paddled until exhausted, then rested, then paddled some more.

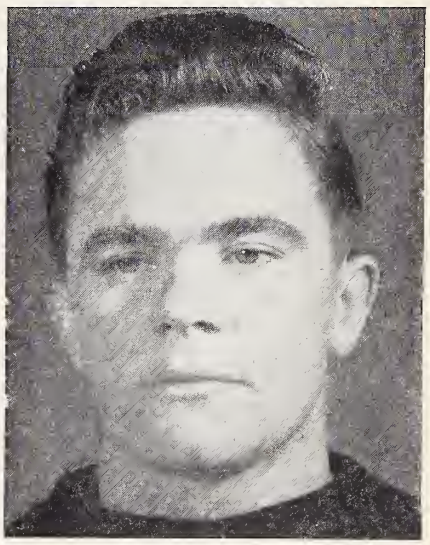
Hartney figured direction by sun and moon. In the mornings he pumped more air into the raft. Sometimes Hartney and Fitzgerald passed the time singing Irish songs. Using Lieutenant Wang's collar pins as hooks and his shoe laces as line, they tried fishing, but without success. They did catch some rain water in the bailing bag.

On the third day they spotted some planes approaching. As they came closer the men saw they were Japanese. They fell flat on the raft and escaped detection.

Their bitterest disappointment came on the sixth day. They sighted a PBY on patrol. Hartney hastily took his paddle, shined the aluminum blade by scraping it with his knife, turned its flat surface to the sun and signalled.

"He sees you, he sees you!" shouted Fitzgerald.

Apparently the pilot did. The plane swung over the raft and began preparations to come down. But before it could do so, a sudden squall closed down on the area and blotted the plane from sight.



Official U. S. Navy photograph

Joseph P. Hartney, SM1c, USN

A terrific storm followed and for nine hours the men had all they could do to keep from being swamped. But they came through, and when the weather cleared they were within sight of San Cristobal island.

Early in the morning of 21 November their raft grounded on a coral reef a couple of hundred yards from shore. Exhausted, they slept there that night and waited until high tide carried the raft on the beach.

They found water, then discovered natives who fed them and sent word to a white trader on a neighboring island. He sent a boat and took them to his island, where Hartney used a bright piece of metal to flash signals to a passing patrol bomber. It came down and picked them up.

When Hartney got back to the U. S. he learned for the first time that he was the father of a baby girl.



REPAIR SHIP . . .

Official U. S. Navy photograph

'Old Dobbin' Backs Up the Line—And Gets In An Occasional Lick of Her Own at the Enemy

Her heart is in the battle line but her job is to keep other ships in action.

That's the mission of the USS *Delta*, a fleet repair ship for landing craft used at Sicily and Salerno. Each time the landing craft have gone forth across the Mediterranean to battle, the *Delta* has remained behind, waiting for the battered casualties to return and be patched up for further service.

"We are just 'Old Dobbin'," says Capt. Colin D. Headlee, USN, the commanding officer. "My crew know that they can't be there in the invasion, so they think the best way they can hit the enemy is by doing the best job they can in the shortest possible time. You will never hear any complaints about overwork on this ship, but if a man ever botches a job, and they seldom do, you ought to hear the rest of them ride him."

"Old Dobbin" she may be, but her crew have been under fire on seven different occasions, two of them extremely heavy air raids, and her gunners have knocked down two enemy planes. The men have the parts of one plane, which they salvaged.

Originally built for the Matson Line to run in the sugar trade between San Francisco and Honolulu, the *Delta* was taken over by the government upon completion and spent the first year of her service carrying Navy cargo from East Coast ports to Iceland. She had some narrow squeaks from subs, but crew veterans remember especially the 130 - mile - an - hour hurricane which struck the *Delta* when she was moored at a dock in Iceland.

"We were moored to a big chain which all the ships were accustomed to use at that dock," recalls Comdr. Sidney Huguenin, USNR. "Well, sir, when that wind had dropped, we had torn up the street for about two blocks. The chain had been buried under the paving."

After a year of cargo service the *Delta* was converted to a fleet repair ship, with Captain Headlee still in command. During the summer and early winter of 1942, material worth $2,000,000 was assembled and laid out in her storerooms. Until two weeks before sailing for North Africa, no spares for landing craft had been included. Then priority was given such items, and officers and men worked day and night in temperatures averaging 10 degrees above zero to meet the sailing date.

The ship is equipped with light and heavy machine shops, welding shops, printing shops, boat repair shops, blueprint and photo laboratory, electrical shop, engraving shop, carpenter shop, foundry, radio repair shop, optical shop, sail loft, etc. She can repair anything from watches to boilers.

The *Delta* works on two 12-hour shifts and serves two sets of meals during a 24-hour period, one for the day workers and one for the night shift.

One of the most difficult jobs ever given the *Delta* was the repair of the great door of an LST. The door had to be brought on board; but as it slants in position on the LST, the exact angle had to be determined before work could start.

Another LST came alongside with 16 shell hits, and a bomb had gone entirely through her. A large amount of electrical damage had been done as well. She was ready for service in six days. Two large vessels were converted to headquarters ships. One ship came in with her fire control system completely out of order and half the wiring disconnected. Without plans or diagrams, she was put back in service in five days.

When another LST came alongside for repairs to bomb damage, *Delta* men found the bomb, a dud, still rolling around in one of the LST's tanks, where it had reposed for nearly two weeks. Soon after she was repaired, this LST was back again. This time a bomb had gone entirely through her. "That fellow was pushing his luck," remarked Captain Headlee.

When German planes came over in force, men of the *Delta* manned their antiaircraft batteries and got one plane the first night. Their ship was the target of several attacks, in which bombs raised geysers of water all around her, but she emerged unharmed.

By the time the big raid came the ship had previously been under attack six times. "The boys had turned from the hunted to the hunters," said Captain Headlee. "It was amazing the way they had come up from their first raid, and how cool they were. You ought to see them hold their fire until they can pick out a plane."

It was the same night that the *LCI-1*, which received a Presidential Unit Citation (INFORMATION BULLETIN, Dec. 1943), was struck by a bomb. Small boats from the *Delta* went to the rescue, although they were in danger of catching fire and exploding from the flames. Coxswains in charge of the small boats did not even wait for orders. The entire crew of the LCI was rescued without a fatal casualty.

Captain Headlee has hand-picked his officers and men, and they include a seasoning of old-timers. Seven officers, including the skipper, have had an aggregate of 208 years of Navy service.

When they aren't working, the *Delta's* crew like to shoot. Captain Headlee boasts that he has at least 100 enlisted men capable of participating in shooting competition with other teams. *Delta* teams have vied with teams from a Dutch ship, two British ships, and the finest that a British antiaircraft regiment could produce. In each instance the *Delta* has at least doubled the score made by her opponents.

The captain's chief competition in shooting comes from Lieut. Herbert C. Borne (SC), USN, and Lt. Comdr. William F. Eglit, USNR. Lieutenant Borne regularly can shoot matchsticks from the top of a target, explode live cartridges stuck in the bullseye and split playing cards edgewise with his .45 pistol.

The versatility of the men aboard is another source of pride to the captain. Former business men, artists, construction men, jewelers and old Navy men form a team which can turn its hand to any conceivable job.

Teamwork on the *Delta* even extends to our allies. British officers frequently are guests aboard and often join in the target shooting ashore. British enlisted men often dine with the *Delta* crew.



Official U. S. Navy photograph

Alert eyes check and verify every family allowance application.

Keeping the Home Fires Burning

There Are Humor, Headaches, Hard Work in Handling Family Allowances for 1,500,000 Dependents of Naval Personnel

"Dear Sir: My husband was inducted last week. Where is my family allowance check?"

By the thousands such letters pour daily into the orderly beehive of the Dependent Benefits (Family Allowance) Unit, Casualties and Allotments Section, Welfare Division, BuPers.

Such letters reflect the vast change in our nation's civilian welfare brought about by the Servicemen's Dependents Allowance Act, orginally adopted 23 June 1942 and expended and amended 26 October 1943.

More than a million and a half dependents of naval personnel are now receiving family-allowance benefits monthly. When our Navy has grown to its peak of some 3,000,000 by midsummer, there will be hundreds of thousands more receiving checks.

Combined payments for family-allowance benefits to dependents of naval personnel, not including those of Marine Corps and Coast Guard personnel, now run more than $50,000,000 a month, counting both the portion deducted from the pay of service personnel and the government's contribution. This means, on the average, $1,666,667 a day, $69,444.45 an hour, $1,157.47 every minute.

Family Allowance means much more than a numbered check in the mail first of every month: it means food, clothing, shelter and, it is hoped, small personal comforts which spell peace of mind to the loved ones of servicemen and women.

But in no sense is family allowance "home relief." It is recompense for the sacrifice alike by the folks at home and those in service.

It gives to the serviceman an assurance that the persons he clothed and fed on his civilian earnings will be clothed and fed now that he has gone to war.

A program involving so many persons necessarily involves many and various problems on the part of the payee and payor.

Family Allowance is big business in any sense. The unit's staff (mostly WAVES) works day and night shifts in Arlington Annex just outside Washington, on a production line rivaling that of bomber factories in skilled workmanship and unflagging output.

A high output of work per person results each 17-hour day as a consequence of careful planning and administration. A 24-hour work day is now considered necessary and, it is expected, a third shift will therefore soon be added.

Forecasts of work loads based on experience and estimates of recruiting have proved amazingly correct, thus permitting a nicely balanced distribution of work.

As the flood of family-allowance applications follows the course of the stepped-up induction and recruiting, however, it will become more difficult to forecast accurately the number of cases to be handled.

Careful planning will not, of course, take care of the complications that can arise when, for instance, two persons of about the same age and the same birthplace have the same three names, live in the same town on the same block and have parents of about the same given names. It is easy enough to understand how such cases come up when it is remembered that there are more than 20,000 Smiths and 15,000 Johnsons in the Navy.

Family Allowance has plenty of

humor, too; for instance, this letter from a housewife:

"Bureau of Naval personnel

"Though I write you as I live out on a farm and I have four more children and I have to keep a hired girl as I have to work on the farm and I wonder if I could get an extra allowance for the hired girl and if I can what plans must I make to get it would appreciate a hearing from you."

Of course it is not quite so amusing when an officer has to answer this type of letter:

"Dear Sirs:

"I am contemplating divorce from a non-service man and marriage to an enlisted man in the U. S. Navy. In order to save time and money, I may resort to a Mexican divorce by mail, to which my husband would agree. Following such a divorce, would marriage contracted in any State in the Union, to the man in the Navy, be considered legal? Would I be entitled to the dependency allotments, insurance, veteran preference, widow's pension, etc? If I do secure, instead, a California divorce, shall I need to wait for the final decree, requiring a year, or will the interlocutory decree be sufficient to permit marriage as above explained, legal in the opinion of the United States Government? All three persons concerned in this case are legal residents of California."

All harassed Family Allowance could do was advise the lady to see a lawyer.

For all the thousands and thousands of servicemen and women whose famly-allowance applications are accepted and administered quickly and routinely, there is still an amazing number of cases which have to be handled and rehandled patiently, painstakingly, and prayerfully.

Actually it's relatively simple for the serviceman and dependent to answer the questions required. But there can be delay if even one question is answered incorrectly.

"We need more co-operation from the serviceman and from his dependents if we are to cut down the number of dissatisfied 'customers'," explains an officer in charge of correspondence. "Most of the delays in receiving checks are caused by mistakes and oversights in filling out applications and affidavits.

"For instance, the Post Office Department will not forward a check when the beneficiary has moved. So BuS&A sends out with its first check a number of change-of-address cards which are extremely simple to fill out and send in.

"But almost invariably, after a dependent moves, we receive a letter shortly after the first of the month complaining that 'My check has not arrived'. This means that we have to start corresponding and checking to straighten out the situation."

There have been many thousands of checks returned because of no forwarding address. In every case Family Allowance has had to write to the serviceman—after looking up his service record, finding his duty attachment and checking the case.

Indicative of the shifting face of wartime America are the tens of thousands of changes of address occurring in this program alone each month.

Other headaches caused by the thoughtlessness of would-be beneficiaries include mis-sending hundreds of letters each week to the Office of Dependency Benefits operated by the Army at Newark, N. J., then fuming about not receiving a prompt reply from BuPers.

Family Allowance is, on the surface, a morass of statistics. Beneath the surface it is the story of dependents and of the crew of Family Allowance hard at work to send them support.



Official U. S. Navy photographs

FOLDER IS MADE for every case and is kept on file here for ready reference. Often expanded, the Files Branch now occupies 18 rooms.



APPLICATION for famliy allowance is made at recruiting station.

Let us take a typical case, that of John Smith, AS, from the time his application reaches the Intake Department of Family Allowance until his dependents receive their check.

The application, made out at the recruiting station, reaches the Files Branch (Intake Department), which in the past year has grown from a few cabinets to 600 four-drawer units occupying 18 rooms.

Say that Smith is newly inducted. His application is immediately approved for initial payment by the Processing Branch, and the "A" dependents—a wife and two children—are approved as recipients of the government-paid first month's check.

Unless complications arise, the authorization is on its way to BuS&A for payment within from 24 to 48 hours. At BuS&A, the case is handled with equal dispatch. Then the regular allowance, under which payments begin the following month, is processed through to authorize continuing monthly payments.

Smith also said that his mother depends on him for her chief support. As a potential "B-1" dependent, Mother Smith receives an initial payment. Then the Processing Branch forwards the application on to the Correspondence Branch, which sends to the mother a dependency affidavit that is, in effect, a financial statement.

Upon the return of her affidavit, properly filled out, the Adjudications Branch approves the case and hurries another authorization to BuS&A's Field Branch at Cleveland for the mother.

Thus Family Allowance, in an amazingly short time, has forged a link between Smith in boot camp and his family at home, providing for the family's welfare and Smith's peace of mind.

The resources of the U. S. postal system and the vast network of American railroads speed Smith's and the government's contribution to his dependents each month.



Official U. S. Navy photograph

STAFF OF 500, mostly Waves, speeds the process of turning family allowance applications into checks. Above: correspondence branch

Of course not every case goes as smoothly as Smith's.

Family Allowance considers that its two prime jobs are to authorize, first, initial payments and, second, regular allotments in a vast majority of the cases of dependents. This is a simple matter as long as all information is provided properly in the application and in the dependency affidavits completed by Class "B" and "B-1" dependents.

"The recruiting stations have done a magnificent job in forwarding applications with complete information," says a Processing Branch officer.

"They impress on the minds of new inductees the importance of giving accurate and full information, such as the birth dates of minor children and correct addresses and of forwarding such documents as divorce papers and affidavits on the custody of minor children."

Family Allowance is not confined to the United States alone. It is granted to people residing in many foreign countries all over the world.

The Files Branch daily handles between 4,000 and 5,000 applications, making a separate file folder for each. In these folders are kept all the subsequent action records and correspondence pertaining to Family Allowance.

The bulk of the applications and mail flowing from the Intake Department moves on to the Processing Branch, which in turn edits and channels it to Special Operations, Correspondence or Adjudications Branch.

If John Smith, AS, or his family had written requesting further consideration of a denial of family allowance benefits to a "B" dependent, the Reconsiderations Office in the Adjudications Branch would give further careful study to the case.

Under this carefully arranged reviewing procedure, the Reconsiderations Office obtains additional information and an officer reviews the entire case, so that, if possible, the appeal for the benefits may be granted.

Some people do not care to write directly to Family Allowance. One, for instance, wrote to the President, asking him "to speak to the Admiral" about her family allowance.

It's not hard to see why, though, the Reconsiderations Office would not grant an allowance for "a friend of the family who's been living with us for quite a while."

But, day after day, the mail reflects the real, personal problems of the people we've had to leave at home. There's the anxious, understanding wife, who knows that eventually she'll receive her check, but:

"My husband enlisted in the U. S. Navy in October and was told I would receive a check by December, a certain amount for our son, which is six years old, and myself. Thinking there must have been some mistake, I'm taking this opportunity in writing you. Would you be so kind as to write and tell me about the allotment. I have been trying to get along without them but find I could use the money in keeping things going on as usual."

Her check was already on the way.

Whatever changes in the family-allowance picture may result from new legislation or from the rapid growth of the Navy, the men and women who make up Family Allowance at Arlington Annex will meet them in their stride. They have decided—after the stress of handling more than one million items between last 1 November and 18 March—that they are prepared to take on all comers.

How Family Benefits Have Been Expanded

Amendments to the Servicemen's Dependents Allowance Act, effective 1 November 1943, caused a veritable Vesuvian eruption of activity in the Family Allowance Unit. To meet the administrative problems which resulted, personnel was doubled.

Following are the major changes in the act and a picture of some of the work involved in meeting them:

1. The expansion of the program made all enlisted personnel, including those in the first three pay grades, eligible for family-allowance benefits. There were at that time some 500,000 in the first three pay grades, more than half of whom immediately filed family-allowance applications. Personnel receiving monetary allowances in lieu of quarters for dependents on 1 November 1943, as well as those who had applied for such allowances by that date and who were found entitled to them, were given the option of continuing to receive such credits provided they had an allotment in effect for the support of dependents in an amount at least equal to the quarters allowance. Personnel receiving credit for quarters allowance were not eligible to receive family-allowance benefits, but could elect to come under the family-allowance program. This election, once made, was, however, irrevocable. In thousands of cases contact had to be made with men in the fleet to ascertain their intention, and allotments had to be checked.

2. In order to give greater benefits to collateral dependents (mothers, fathers, brothers and sisters) who were in fact dependent upon enlisted personnel, two classes of collateral dependents were created: (a) those dependent upon the enlisted men for "chief support," that is, over 50 per cent of their income, were grouped as "B-1" and received more substantial allowances; (b) those dependent for a "substantial" portion of their support were listed as "B". This necessitated the readjudication of every Class "B" payment on the books; new affidavits had to be sent and each case readjudicated. Nearly 200,000 cases were reviewed in under three months.

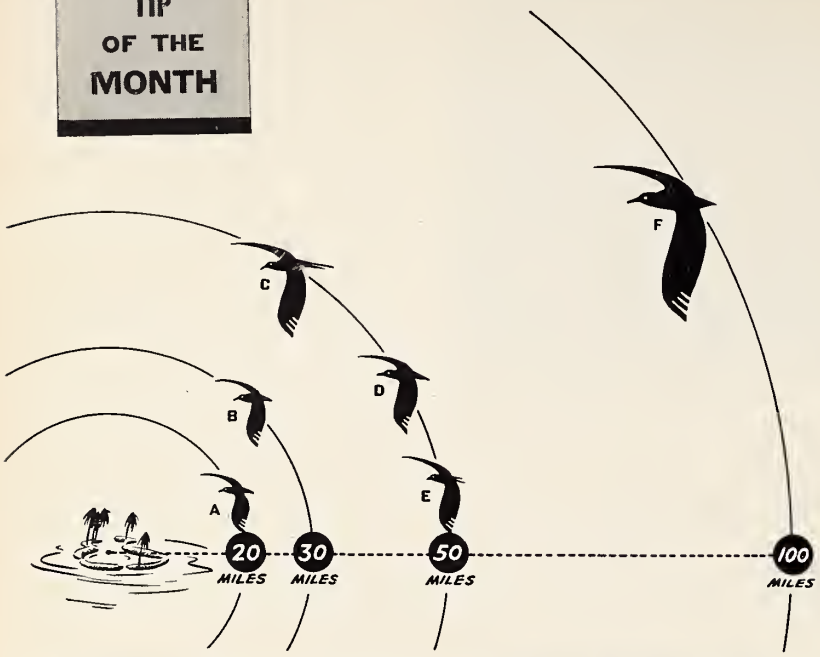
3. The amendment further introduced the "initial family allowance" payment, which was to be made at the earliest possible moment following entry upon active service in a pay status, provided an application was filed within 15 days of that date. This payment was to be made to bridge the gap between civilian and military service and was to be borne entirely by the government. A system which was established to permit applications to be taken at the recruiting stations has worked extremely well.

These far-reaching amendments caused certain operating difficulties in the program. In many cases personnel at far-off stations did not receive word for considerable time. To make sure that the dependents of naval personnel receive the maximum benefits under the law, the Department has recently issued Alnav 78, containing further instructions.

BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

TRAINING TIP OF THE MONTH

South Pacific Birds as Pilots



This diagram shows the distances that land-based birds common to the South Pacific have been known to range out to sea. Identifying letters correspond to those under sketches below.

IF YOU were adrift in the South Pacific, a good indication that land was not far away would be the presence of land-based birds.

Land birds often range many miles out to sea in their constant search for food. Normal ranges of six of those you're most likely to see in the South Pacific ocean areas are shown in the diagram at left. In the early morning hours they will generally be observed flying away from land, in the evening toward it. If their courses can be observed, and set by star, it may eventually direct you to land.

In addition to being pioneers in the field of navigation — the ancient Polynesians first depended upon the course of flight of land-based birds to guide them in their wanderings over the entire South Pacific area — all birds common to the region, including the friendly gulls, are edible and may be eaten raw.

Below on this page are sketches and brief descriptions of six of the more common land-based birds of the South Pacific. By studying their outstanding features — size, coloring, shape of wings and tail — you can readily identify them in flight.



A. Noddy Tern: *Head gray, almost white on forehead; underparts dark brown; length 14 to 16 inches, wing 10 to 11 inches.*

B. Brown Booby: *Commonest of this family in tropics; brown upper parts, white abdomen; length 28 to 30 inches, wing 14 to 16.*

C. Frigate Bird: *Black plumage, brownish underparts; forked tail; long, hooked bill; length 40 inches, wing 21 to 26.*



D. Blue-Faced Booby: *Plumage mainly white; wing feathers, tail chocolate brown; length 32-36 inches, wing 16-18.*

E. White Tern: *White with dusky tinge on tail and leading edges of wings; forked tail; length 12-13 inches, wing 8-10.*

F. Red-Footed Booby: *White, tinged with buff; tail and leading edge of wings dark; length 26-29 inches, wing 13-15.*

ENLISTED RATINGS of the U. S. NAVY

A year ago, in May 1943, the INFORMATION BULLETIN published its special section on "Ranks and Rates of the U. S. Navy," later widely issued as a separate reprint. In the year that has since passed, the need for greater specialization in the Navy's enlisted ratings has resulted in a tremendous increase in the number of such ratings—from a total of 65 then to almost 100 now—an increase of 50%.

The Navy's manpower, like its ships, has changed a great deal during this war. Fighting a more complex war than seagoing men have ever known before, the Navy is working with many new types of ships, vast and complicated mechanisms, new methods and techniques, equipment that makes fullest use of science's latest inventions and devices.

All this called for a more precise degree of specialization in the men who were to handle this equipment, and a more precise method of marking their abilities—a development described more fully in the article, "Every Man Where He's Best Fitted" (INFORMATION BULLETIN, Oct. 1943), which told the story of the Navy's program of scientific selection and classification.

To make possible more accurate placement of personnel and thereby increase the combat efficiency of the service, BuPers instituted far-reaching changes in the Navy rating structure, resulting in the establishment of many new ratings and many new subdivisions of ratings. The following material has therefore been gathered by the INFORMATION BULLETIN from official publications and other sources as a general reference on the subject.

Information concerning the duties of the various ratings, the normal path of advancement, the specialty marks for all ratings, and a complete list of ratings, with abbreviations and pay grades, will be found on the pages which follow.

DUTIES OF ENLISTED RATINGS

This section is intended for information rather than official guidance. Because duties vary with the type and size of ship or activity, no exact description can be given here of all the responsibilities and duties of each rating. The following descriptions, however, are applicable in general.

AEROGRAPHER'S MATE—Reads meteorological instruments. Interprets weather data, and draws weather charts for forecasting weather conditions.

AIRSHIP RIGGER—Adjusts, repairs and replaces rigging. Sets and adjusts air and helium valves. Repairs fabric. Assembles and repairs controls and equipment (except electronic, electrical and special).

AVIATION ELECTRICIAN'S MATE—Installs, inspects, maintains, replaces and repairs electrical systems and equipment in aircraft.

AVIATION MACHINIST'S MATE—Maintains and repairs aircraft engines, propellers, fuel systems, brakes, hydraulic system, gears, starters. Operates machine-shop tools.

AVIATION MACHINIST'S MATE C (Aviation Carburetor Mechanic)—Maintains, overhauls and tests aircraft carburetors, fuel pumps and fuel-tank regulators. Installs, repairs and makes necessary adjustments to carburetors.

AVIATION MACHINIST'S MATE F (Aviation Flight Engineer)—Checks mechanical and material condition of planes, and efficiency of engines in preflight and flight conditions. Makes repairs and adjustments. Not assigned to other than multi-engine planes.

AVIATION MACHINIST'S MATE H (Aviation Hydraulic Mechanic)—Maintains, repairs and tests hydraulic systems and equipment on aircraft.

AVIATION MACHINIST'S MATE I (Aviation Instrument Mechanic—Installs, overhauls, cleans and repairs aircraft instruments; adjusts and calibrates them for accuracy.

AVIATION MACHINIST'S MATE P (Aviation Propeller Mechanic)—Maintains and overhauls propellers; makes field checks on them. Also straightens, repairs and balances propellers.

AVIATION METALSMITH—Maintains and repairs metal aircraft surfaces; also, sheet plastic material. Lays out, fits, cuts and forms sheet metal; does riveting, welding, heat treating.

AVIATION ORDNANCEMAN—Installs, maintains and repairs aviation armaments. Boresights, synchronizes and test-fires guns; handles and stows munitions.

AVIATION ORDNANCEMAN B (Aviation Bombsight Mechanic)—Installs, maintains and repairs the bombsight, automatic pilots used in bombing, and other related equipment.

AVIATION ORDNANCEMAN T (Aviation Turret Mechanic)—Installs, maintains and repairs electric and hydraulic turrets.

AVIATION PILOT—Acts as pilot or co-pilot of planes or airships. Does aerial navigation.

AVIATION RADIOMAN—Operates radio and other electronic equipment of aircraft. Enciphers and deciphers code messages. Makes routine radio repairs, minor electronic repairs.

AVIATION RADIO TECHNICIAN—Installs, maintains and repairs aircraft electronic equipment. Essentially a ground-crew man.

BAKER—Operates ovens. Does any kind of baking, operates all baking apparatus, takes charge of ship's bakery.

BOATSWAIN'S MATE—Supervises deck divisions and large groups of seamen. Supervises manning and operation of all topside gear.

BOATSWAIN'S MATE A (Master-at-Arms)—Performs personnel administration functions ashore. Assigned to barracks as master-at-arms. When necessary, musters, forms and drills group to which assigned.

BOILERMAKER—Repairs and tests fireroom and boiler equipment, renews parts, repairs boiler plates and brickwork of boilers.

BUGLEMASTER — Supervises buglers. Acts as drum major and instructs bugle corps.

BUGLER — Sounds necessary bugle calls.

CARPENTER'S MATE—Does carpentry and joinery work; repairs or replaces deck planking and other woodwork. Lays and patches linoleum. Repairs and maintains small boats. Caulks seams.

CHIEF COMMISSARY STEWARD—Supervises ship's galley. Takes charge of foodstuffs. Plans menus. Keeps records. Directs cooking and preparation of foods. Directs storing of provisions.

COOK — Prepares food for officers' mess.

COXSWAIN—Handles small boats and supervises small groups of seamen on deck or boat duty.

ELECTRICIAN'S MATE—Stands watch on main switchboard, main gyro compass, and in main control room of electrically driven ships. Maintains and repairs electrical circuits and electrical equipment.

FIRE CONTROLMAN—Tests, maintains and repairs electrical and optical fire-control equipment.

FIRE CONTROLMAN R (Rangefinder Operator)—Stands rangefinder watch. Spots gunfire, using optical equipment.

FIRE CONTROLMAN S (Submarine)—Operates and maintains fire-control installations aboard submarines. Checks fire- control optical instruments and checks alignment of periscopes and fire-control equipment.

FIREMAN—Stands watch throughout engineer department. Striker for engineer artificer rating.

GUNNER'S MATE—Maintains guns, gun mounts and gun parts. Acts as gun crew chief of small gun or member of crew of larger gun.

HOSPITAL APPRENTICE—Does nursing under supervision, prepares and administers simple medicines, maintains sanitary conditions.

MACHINIST'S MATE—Operates, maintains and repairs main and auxiliary engines, steering engines, anchor machinery, turbines, pumps and related equipment. Repairs machine equipment, using machine and hand tools.

MACHINIST'S MATE G (Industrial Gas Generating Mechanic)—Sets up, operates and maintains equipment for the generation of oxygen, acetylene, carbon dioxide, nitrogen and hydrogen or the purification of helium.

MACHINIST'S MATE R (Refrigeration Mechanic)—Operates, maintains, adjusts, repairs and overhauls refrigerating and air-conditioning equipment.

MACHINIST'S MATE S (Shop Machinist)—Does all work requiring skillful use of machine tools.

METALSMITH—Works in copper, brass and sheet metal. Repairs piping. Draws out, tempers, anneals and case-hardens metals. Makes plans, time and cost estimates.

MINEMAN — Assembles, disassembles, maintains and repairs mines and assists in minelaying operations.

MOLDER—Makes molds and core for ship and machine castings. Operates small foundry.

MOTOR MACHINIST'S MATE—Operates, maintains, adjusts, repairs and overhauls internal combustion engines.

MUSICIAN—Plays an instrument in a band at ceremonies and while marching in military formation, and in band or orchestra for entertainment.

PAINTER—Prepares and applies paints and varnishes on ship's surfaces. Sandblasts and spray-paints ships' bottoms.

PAINTER V (Aircraft Painter)—Spray-paints aircraft surfaces. Uses dopes, lacquers and enamels. Makes minor repairs to fabric-covered skin surfaces. Does camouflage and insignia painting.

PARACHUTE RIGGER—Packs and repairs parachutes, life rafts, life jackets and cargo chutes. Repairs fabric equipment used in aviation and flight clothing. Uses sewing machine.

PATTERNMAKER — Executes patterns for molding metal castings. Does fine woodwork.

PHARMACIST'S MATE—Renders medical assistance and administers to patients. Assists in surgery, eye-ear-nose-and-throat, out-patient department, physiotherapy or drug dispensing. Compounds drugs, makes laboratory analyses and assists in hospital administration. Note: designator (DP) following rate indicates Dental Prosthetic Technician, skilled in making artificial dentures, bridges, inlays, crowns, etc.

PHOTOGRAPHER'S MATE—Operates "still" and motion-picture cameras, taking pictures under all conditions, and performs duties related to aerial photography. Does darkroom and related work.

PRINTER—Operates printing and bookbinding equipment.

PRINTER L (Lithographer)—(1) As a press operator, prepares plates; inks; adjusts and runs press to insure proper feeding, register and delivery; performs maintenance and repairs. (2) As a transfer man, cleans and stores plates, performs transfer operations involved in preparation, restoration and proper maintenance of lithographic plates.

PRINTER M (Offset Duplicating Process)—Operates small offset duplicating machines. Reproduces copy photographically on film or paper; opaques, retouches, "cuts-in," assembles and "strips" negatives. Operates press, performs bindery and finishing operations, and does routine upkeep and repairs.

QUARTERMASTER—Stands bridge watch. Assists Navigator in connection with correction of charts and computing navigational data, upkeep and care of navigational instruments, magnetic compasses and chronometers. Supervises bridge crew.

RADARMAN—Stands radar watch. Uses and regulates radar equipment. Converts relative bearing to true bearing and reads ranges. Reads and plots polar coordinates.

RADIOMAN—Sends and receives messages by code or radio phone. Uses typewriter. Makes minor adjustments and repairs to radio receivers and transmitters.

RADIO TECHNICIAN—Maintains and repairs radio, radar, sound and other radio-type equipment.

SEAMAN—Performs ordinary deck duties in connection with the upkeep and operations of a ship.

SHIPFITTER—Uses hand and machine tools of shipfitter's shop to lay out metal sheets and sections for repairs to ship's structure. Bends, repairs and fits pipes, tubing and structural sections. Does welding; makes metal repairs.

SHIP'S COOK—Supervises and prepares food for general mess. Operates all cooking apparatus. Inspects provisions. Plans menus. Is responsible for food storage. Also: SHIP'S COOK B (Butcher).

SHIP'S SERVICE MAN B (Barber)—Cuts hair, and, where facilities permit, gives other barber services. Maintains equipment used.

SHIP'S SERVICE MAN C (Cobbler)—Makes repairs to men's and women's shoes. Rebuilds shoes when necessary. Maintains equipment used.

SHIP'S SERVICE MAN L (Laundryman)—Washes and removes stains from clothes and uniforms, and maintains laundry equipment.

SHIP'S SERVICE MAN T (Tailor) — Sews by hand and by machine. Makes repairs, sews on badges and insignia, does alterations. Presses garments, removes spots and stains, and maintains equipment.

SIGNALMAN—Sends and receives messages by flaghoist, flashing light and semaphore. Stands watch on signal bridge. Does "spotting" work, identifies vessels and aircraft. Assists quartermaster on smaller ships.

SONARMAN—Operates sound-detection equipment.

SONARMAN H (Harbor Defense)

SPECIAL ARTIFICER D (Special Devices)—Maintains, calibrates, tests and adjusts synthetic training devices. Uses hand and power tools. Has working knowledge of electricity, hydraulics, pneumatics and optics as related to his work.

SPECIAL ARTIFICER I (Instruments)—Repairs office machines such as typewriter and calculator, or watches and clocks.

SPECIAL ARTRIFICER O (Optical)—Repairs and adjusts optical equipment, such as rangefinders, periscopes and gunsights.

SPECIALIST (A)—(Physical Training Instructor)—Conducts and organizes physical fitness drills as directed. Assists in physical training program.

SPECIALIST (C)—(Classification Interviewer)—Interviews, tests and classifies enlisted personnel.

SPECIALIST (F)—(Fire Fighter) — Primarily a fire-fighter instructor who trains men to combat fires aboard ship.

SPECIALIST (G)—(Aviation Free Gunnery Instructor)—Trains aviation and small-arms gunners on moving targets.

SPECIALIST (I)—(Punched Card Accounting Machine Operator)—Supervises or operates mechanical tabulation equipment.

SPECIALIST (M) — (Mail Clerk) — Operates naval post offices.

SPECIALIST (O)—(Inspector of Naval Materiel)—Inspects ordnance, aircraft and engineering materiel at manufacturing and assembly plants. Rating of men performing these duties was discontinued in Dec. 1942. Petroleum technicians are now rated Sp(O).

SPECIALIST (P)—(Photographic Specialist)—Does special "still" and motion-picture photographic work and photographic process printing. Special designators after rate indicate Photogrammetry (PG), Laboratory (LB), V-Mail (VM), and Motion Picture Production (MP).

SPECIALIST (Q) — (Communication Specialist)—Works on various forms or aspects of communications, as indicated by designator following rate: (CR) for Cryptographer, (TE) for Technician, (IN) for Radio Intelligence. Only men assigned highly specialized duties of a confidential nature, who come under the cognizance of CNO(DNC) are assigned this rating. Yeomen performing communication duties, or personnel who do routine

encoding and decoding are not eligible.

SPECIALIST (R)—(Recruiter)—Assists in the recruiting of naval personnel.

SPECIALIST (S)—(Shore Patrol and Security)—Patrols shore and port areas where there are a large number of naval personnel on leave or living among civilian populations. WAVE Sp(S) is barracks leader responsible for discipline and general welfare. Acts as recreational leader and personal counselor.

SPECIALIST (T) — (Teacher) — Instructs in or performs duties in special technical or scientific fields. Designator (LT) after rate indicates Link Trainer Instructor.

SPECIALIST (V)—(Transport Airman)—Employed in airport operations for air transport service.

SPECIALIST (W)—(Chaplain's Assistant)—Assists in the office of the chaplain in clerical and musical work, and social welfare. Plays piano or organ and directs group singing.

SPECIALIST (X)—(Specialist not elsewhere classified)—Includes essential specialists, for which designators were established as follows: (ED) Engineering Draftsman, (TD) Topographical Draftsman, (CT) Cartographer, (PL) Plastics Expert, (TS) Air Stations Operations Desk (Time Shack), (QM) Operations—Plotting and Chart Work, (PI) Pigeon Trainer, (SB) Telephone Switchboard Operators and Supervisors, and (VA) Visual Training Aid. In addition, personnel experienced in the field of journalism or radio who are serving in official public-relations activities, and punched-card-assorting-machine-operator supervisors, are eligible. Personnel performing duties not covered by the foregoing will not be rated Sp(X).

SPECIALIST (Y) — (Control Tower Operator)—Controls airport traffic at naval air stations. Operates radio telephone, interphone, light gun and recorder equipment, making necessary operating adjustments.

STEWARD—Takes charge of officers' mess. Arranges menus, prepares food and supervises the purchase and service. Supervises the work of the steward's mates.

STEWARD'S MATE—Serves at table in officers' mess. Takes care of officers' quarters.

STOREKEEPER—Operates a stockroom or store, or an accounting system. Assists in procurement of and stows and issues general stores, clothing, small stores, ship's stores and provisions. Assists in disbursing.

STOREKEEPER D (Disbursing Storekeeper)—Handles mass disbursing activities (roughly 300 accounts or more) and has extensive knowledge of disbursing regulations and instruc-

(*Continued on Page 27*)

ENLISTED SPECIALTY MARKS

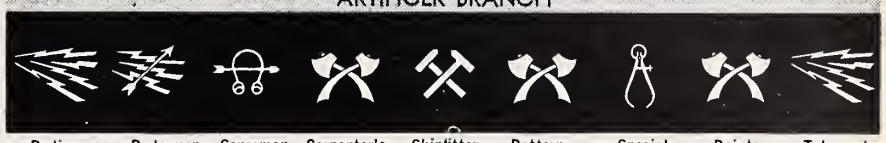
(In order of precedence)

SEAMAN BRANCH



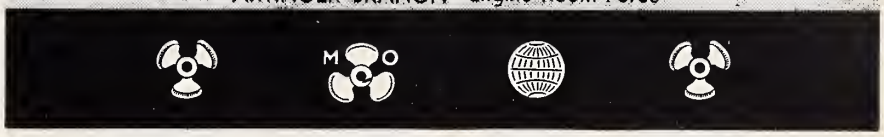
Boatswain's Mate (also: BMA, Cox) | Turret Captain | Gunner's Mate | Mineman | Torpedoman's Mate (also: TME) | Quartermaster | Signalman | Fire Controlman (also: FCR, FCS)

ARTIFICER BRANCH



Radioman, Radio Technician | Radarman | Sonarman (also: SoMH) | Carpenter's Mate | Shipfitter, Metalsmith, Molder | Pattern-Maker | Special Artificer (I, O and D) | Painter | Telegrapher

ARTIFICER BRANCH Engine Room Force



Machinist's Mate (also: MMG, MMR, MMS) | Motor Machinist's Mate | Electrician's Mate | Water Tender, Boilermaker

AVIATION BRANCH



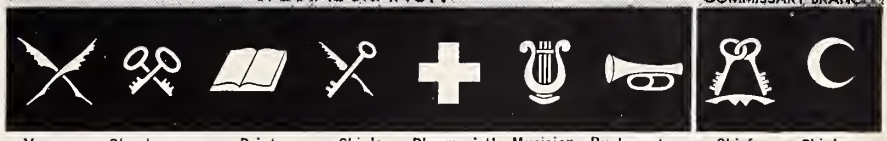
Aviation Pilot | Aviation Machinist's Mate (also: AMMC, AMMF, AMMH, AMMI AMMP) | Aviation Electrician's Mate | Aviation Radioman, Aviation Radio Technician | Aviation Metalsmith | Aviation Ordnanceman (also: AOMB, AOMT)



Airship Rigger | Parachute Rigger | Aerographer's Mate | Photographer's Mate | Torpedoman's Mate V | Painter V | Storekeeper V

SPECIAL BRANCH

COMMISSARY BRANCH



Yeoman | Storekeeper (also: SKD, SKT) | Printer (also: Prtr L, Prtr M) | Ship's Service Man (B, C, T, L) | Pharmacist's Mate, Hospital Apprentice | Musician | Buglemaster, Bugler | Chief Commissary Steward | Ship's Cook, Baker

SPECIALISTS

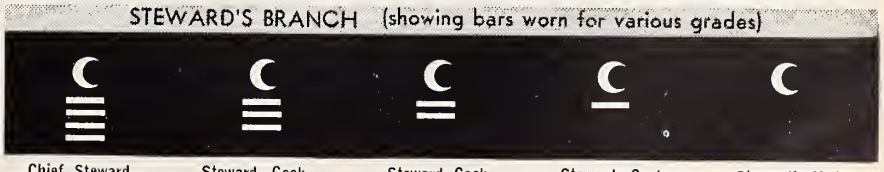


Physical Training Instructor | Classification Interviewer | Fire Fighter | Aviation Free Gunnery | Punched Card Acct. Machine Operator | Mail Clerk | Inspector of Naval Material | Photographic Specialist



Communication Specialist | Recruiter | Shore Patrol | Teacher | Transport Airman | Chaplain's Assistant | Specialist Not Elsewhere Classified | Control Operator

STEWARD'S BRANCH (showing bars worn for various grades)



Chief Steward, Chief Cook | Steward, Cook First Class | Steward, Cook Second Class | Steward, Cook Third Class | Steward's Mate

Changes In Enlisted Status

BuPers Letter Stresses Rules for Change Or Advancement in Rating; References Listed

With 50% more ratings now authorized than existed a year ago, and a Navy whose enlisted strength has grown tremendously, many requests are received by BuPers in regard to changes of status of enlisted personnel. To contribute to a more thorough understanding of the instructions regarding advancements, reductions and changes in rating, the Bureau has issued Circular Letter 93-44 (N.D. Bul., 31 Mar., 44-379) for the guidance of all officers concerned with the administration of enlisted personnel.

The letter emphasizes, among other points, that waiver of one-half the normal service in rating is authorized *only* for outstanding individuals; that requests for advancement of more than one grade at a time will not be approved; that sea service is required for advancement to CPO ratings only; and that ratings should reflect the man's ability to perform the duties of his rate at sea. Considerations governing advancement or change in rating are stressed.

For convenience, the pertinent references on the subject are listed below:

ADVANCEMENT IN RATING

Armed Guard personnel—BuPers ltr Pers-67-Hn/P17-2 of 26 Jan. 1944.
Coast Guard personnel serving with Navy—BuPers C.L. 17-42 (to be revised in near future).
Changes of status to permanent appointment—BuPers C.L. 11-42.
Construction Battalion personnel—Construction Battalion Circular Letter 26-43.
Current instructions—BuPers C.L. 110-43 (N.D.Bul., 1 July 1943, R-1185) and BuPers C.L. 77-44 (N.D.Bul., 15 Mar. 1944, 44-314).
General requirements—Arts. D-5104, D-5200, D-5201, D-5202, BuPers Manual.
Marks, general—Art. D-8019, BuPers Manual.
Meritorious—Alnav 163 of Dec. 1941.
Permanent enlisted status of men holding temporary commissions—BuPers C.L. 26-42.
Procedure for effecting—Art. D-5112, BuPers Manual.
Radio materiel schools, primary and advanced—BuPers ltr Pers-67-Hn/P17-2/MM of 28 Jan. 1944.
Ship repair personnel—BuPers C.L. 42-44 (N.D.Bul., 15 Feb. 1944, 44-186).
V-10 personnel—Pers-67-Hn/QR/P17 of 29 Dec. 1943.

CHANGES IN RATING

General—Art. D-5114, BuPers Manual; BuPers C.L. 110-43, encl. (D).
Obsolete ratings—BuPers C.L. 108-41 (corrected) (Contained in BuPers C.L. 0-43).
Radiomen to radio technicians—BuPers C.L. 94-43 (N.D. Bul., 15 June 1943, R-1136).
Special instructions re: RM—BuPers C.L. 38-44 (N.D. Bul., 15 Feb. 1944, 44-182).
Specialist (Y)—BuPers ltr Pers-67-Hn/P17-2/MM of 9 Feb. 1944 (to comdts. and COs NAS and Naval Air Centers).

REDUCTION IN RATING

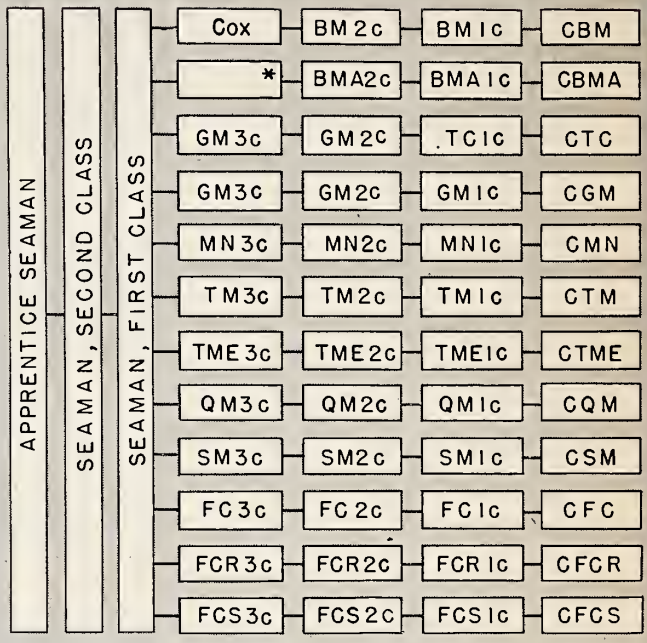
General instructions—Art. D-5113, BuPers Manual.
Marks, standards established—Art. D-8020, BuPers Manual.

REPORTS

General—BuPers C.L. 110-43, encl. (A).
Pages 9-10 of service records—Art. D-4022, BuPers Manual.

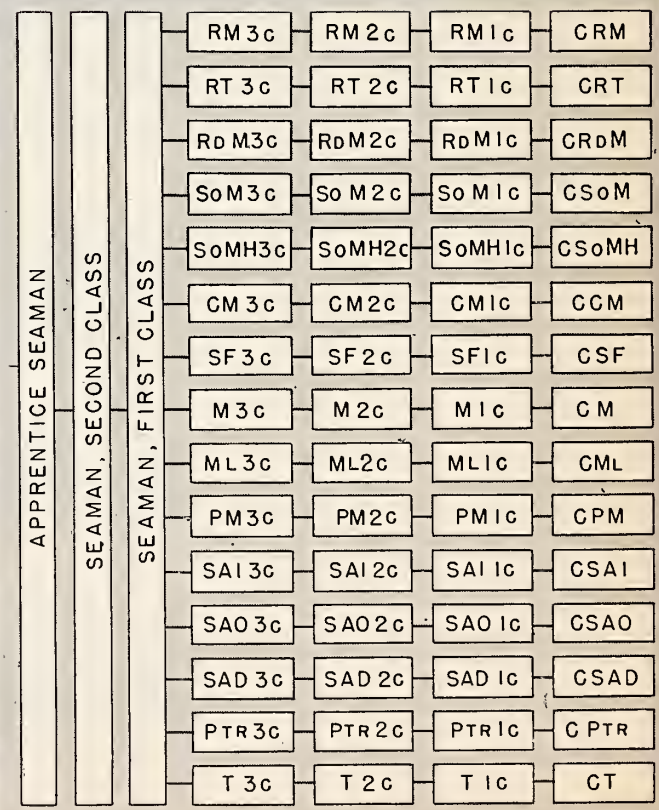
NORMAL PATH OF ADVANCEMENT

SEAMAN BRANCH



* Any pay-grade 4 rate, performing master-at-arms duties, limited to shore duty only, may be changed to BMA2c upon Bureau approval.

ARTIFICER BRANCH



ARTIFICER BRANCH — Engine Room Force

APPRENTICE SEAMAN			
FIREMAN, SECOND CLASS			
FIREMAN, FIRST CLASS	MM3c	MM2c	MM1c	CMM
	MMG3c	MMG2c	MMG1c	CMMG
	MMR3c	MMR2c	MMR1c	CMMR
	MMS3c	MMS2c	MMS1c	CMMS
	MoMM3c	MoMM2c	MoMM1c	CMoMM
	EM3c	EM2c	EM1c	CEM
	WT3c	WT2c	WT1c	CWT
	B3c	B2c	B1c	CB

AVIATION BRANCH

APPRENTICE SEAMAN			AP2c [1]	AP1c [2]	CAP
SEAMAN, SECOND CLASS					
SEAMAN, FIRST CLASS	AMM3c	AMM2c	AMM1c	ACMM
	AMMC3c	AMMC2c	AMMC1c	ACMMC
	AMMF3c	AMMF2c	AMMF1c	ACMMF
	AMMH3c	AMMH2c	AMMH1c	ACMMH
	AMMI3c	AMMI2c	AMMI1c	ACMMI
	AMMP3c	AMMP2c	AMMP1c	ACMMP
	AEM3c	AEM2c	AEM1c	ACEM
	ARM3c	ARM2c	ARM1c	ACRM
	ART3c	ART2c	ART1c	ACRT
	AM3c	AM2c	AM1c	ACM
	AOM3c	AOM2c	AOM1c	ACOM
	AOMB3c	AOMB2c	AOMB1c	ACOMB
	AOMT3c	AOMT2c	AOMT1c	ACOMT
	AR3c	AR2c	AR1c	CAR
	PR3c	PR2c	PR1c	CPR
	AERM3c	AERM2c	AERM1c	CAERM
	PHOM3c	PHOM2c	PHOM1c	C PHOM
	TMV3c	TMV2c	TMV1c	CTMV
	PTRV3c	PTRV2c	PTRV1c	CPTRV
	SKV3c	SKV2c	SKV1c	CSKV

1—The rating of AP2c is retained for disciplinary action.
2—Designated AP1c after completion of pilot training.

SPECIAL BRANCH

APPRENTICE SEAMAN				
SEAMAN, SECOND CLASS				
SEAMAN, FIRST CLASS	Y3c	Y2c	Y1c	CY
	SK3c	SK2c	SK1c	CSK
	SKD3c	SKD2c	SKD1c	CSKD
	SKT3c	SKT2c	SKT1c	CSKT
	PRTR3c	PRTR2c	PRTR1c	C PRTR
	PRTRL3c	PRTRL2c	PRTRL1c	CPRTRL
	PRTRM3c	PRTRM2c	PRTRM1c	CPRTRM
	SSMB3c	SSMB2c	SSMB1c	CSSMB
	SSMC3c	SSMC2c	SSMC1c	CSSMC
	SSMT3c	SSMT2c	SSMT1c	CSSMT
	SSML3c	SSML2c	SSML1c	CSSML
	HA2c	HA1c	PHM3c	PHM2c	PHM1c	C PHM
	BUG2c	BUG1c	MUS3c	MUS2c	MUS1c	C MUS
			BGMSTR3c	BGMSTR2c	BGMSTR1c	C BGMSTR

COMMISSARY BRANCH

AS				
S2c				
S1c	SC3c	SC2c	SC1c	CCS
	SCB3c	SCB2c	SCB1c	CCS
	BKR3c	BKR2c	BKR1c	CCS

SPECIALISTS

AS	S2c	S1c	SP(*)3c	SP(*)2c	SP(*)1c	CSP(*)

*Insert letter indicating specialty.

STEWARD'S BRANCH

STM3c	STM2c	STM1c				
			ST3c	ST2c	ST1c	CST
			CK3c	CK2c	CK1c	CCK

Eligible Ratings for Advancement to Respective Warrant Ranks

(All rates are for both chiefs and first class)

BOATSWAIN — Any rating of the seaman branch.

GUNNER — Gunner's mate, torpedoman's mate, torpedoman's mate V, turret captain, fire controlman, aviation ordnanceman.

TORPEDOMAN — Torpedoman's mate, torpedoman's mate V.

ELECTRICIAN — Electrician's mate.

RADIO ELECTRICIAN — Radioman, aviation radioman, radio technician, radarman, sonarman.

MACHINIST — Artificer branch, engine room force; aviation pilot, aviation machinist's mate.

CARPENTER — Any rating of the artificer branch or aviation metalsmith.

SHIP'S CLERK — Yeoman.

AEROGRAPHER — Aerographer's mate.

PHOTOGRAPHER — Photographer's mate.

PHARMACIST — Pharmacist's mate.

ACTING PAY CLERK — Any branch.

ENLISTED RATINGS

Abbreviations and Pay Grades

Seaman Branch

	Abbreviation	*Pay Grade*
Chief Boatswain's Mate	CBM	1
Boatswain's Mate, First Class	BM1c	2
Boatswain's Mate, Second Class	BM2c	3
Coxswain	Cox	4
Chief Boatswain's Mate A (Master-at-Arms)	CBMA	1
Boatswain's Mate A, First Class	BMA1c	2
Boatswain's Mate A, Second Class	BMA2c	3
Chief Turret Captain	CTC	1
Turret Captain, First Class	TC1c	2
Chief Gunner's Mate	CGM	1
Gunner's Mate, First Class	GM1c	2
Gunner's Mate, Second Class	GM2c	3
Gunner's Mate, Third Class	GM3c	4
Chief Mineman	CMN	1
Mineman, First Class	MN1c	2
Mineman, Second Class	MN2c	3
Mineman, Third Class	MN3c	4
Chief Torpedoman's Mate	CTM	1
Torpedoman's Mate, First Class	TM1c	2
Torpedoman's Mate, Second Class	TM2c	3
Torpedoman's Mate, Third Class	TM3c	4
Chief Torpedoman's Mate E (Electrical)	CTME	1
Torpedoman's Mate E, First Class	TME1c	2
Torpedoman's Mate E, Second Class	TME2c	3
Torpedoman's Mate E, Third Class	TME3c	4
Chief Quartermaster	CQM	1
Quartermaster, First Class	QM1c	2
Quartermaster, Second Class	QM2c	3
Quartermaster, Third Class	QM3c	4
Chief Signalman	CSM	1
Signalman, First Class	SM1c	2
Signalman, Second Class	SM2c	3
Signalman, Third Class	SM3c	4
Chief Fire Controlman	CFC	1
Fire Controlman, First Class	FC1c	2
Fire Controlman, Second Class	FC2c	3
Fire Controlman, Third Class	FC3c	4
Chief Fire Controlman R (Rangefinder Operator)	CFCR	1
Fire Controlman R, First Class	FCR1c	2
Fire Controlman R, Second Class	FCR2c	3
Fire Controlman R, Third Class	FCR3c	4
Chief Fire Controlman S (Submarine)	CFCS	1
Fire Controlman S, First Class	FCS1c	2
Fire Controlman S, Second Class	FCS2c	3
Fire Controlman S, Third Class	FCS3c	4
Seaman, First Class	S1c	5
Seaman, Second Class	S2c	6
Apprentice Seaman	AS	7

Artificer Branch

Chief Radioman	CRM	1
Radioman, First Class	RM1c	2
Radioman, Second Class	RM2c	3
Radioman, Third Class	RM3c	4
Chief Radio Technician	CRT	1
Radio Technician, First Class	RT1c	2
Radio Technician, Second Class	RT2c	3
Radio Technician, Third Class	RT3c	4
Chief Radarman	CRdM	1
Radarman, First Class	RdM1c	2
Radarman, Second Class	RdM2c	3
Radarman, Third Class	RdM3c	4
Chief Sonarman	CSoM	1
Sonarman, First Class	SoM1c	2
Sonarman, Second Class	SoM2c	3
Sonarman, Third Class	SoM3c	4
Chief Sonarman H (Harbor Defense)	CSoMH	1
Sonarman H, First Class	SoMH1c	2
Sonarman H, Second Class	SoMH2c	3
Sonarman H, Third Class	SoMH3c	4
Chief Carpenter's Mate	CCM	1
Carpenter's Mate, First Class	CM1c	2
Carpenter's Mate, Second Class	CM2c	3
Carpenter's Mate, Third Class	CM3c	4
Chief Shipfitter	CSF	1
Shipfitter, First Class	SF1c	2
Shipfitter, Second Class	SF2c	3
Shipfitter, Third Class	SF3c	4
Chief Metalsmith	CM	1
Metalsmith, First Class	M1c	2
Metalsmith, Second Class	M2c	3
Metalsmith, Third Class	M3c	4
Chief Molder	CMl	1
Molder, First Class	Ml1c	2
Molder, Second Class	Ml2c	3
Molder, Third Class	Ml3c	4
Chief Patternmaker	CPM	1
Patternmaker, First Class	PM1c	2
Patternmaker, Second Class	PM2c	3
Patternmaker, Third Class	PM3c	4
Chief Special Artificer I (Instruments)	CSAI	1
Special Artificer I, First Class	SAI1c	2
Special Artificer I, Second Class	SAI2c	3
Special Artificer I, Third Class	SAI3c	4
Chief Special Artificer O (Optical)	CSAO	1
Special Artificer O, First Class	SAO1c	2
Special Artificer O, Second Class	SAO2c	3
Special Artificer O, Third Class	SAO3c	4
Chief Special Artificer D (Special Devices)	CSAD	1
Special Artificer D, First Class	SAD1c	2
Special Artificer D, Second Class	SAD2c	3
Special Artificer D, Third Class	SAD3c	4
Chief Painter	CPtr	1
Painter, First Class	Ptr1c	2
Painter, Second Class	Ptr2c	3
Painter, Third Class	Ptr3c	4
Chief Telegrapher	CT	1
Telegrapher, First Class	T1c	2
Telcgrapher, Second Class	T2c	3
Telegrapher, Third Class	T3c	4

Artificer Branch—Engine Room Force

Chief Machinist's Mate	CMM	1
Machinist's Mate, First Class	MM1c	2
Machinist's Mate, Second Class	MM2c	3
Machinist's Mate, Third Class	MM3c	4
Chief Machinist's Mate G (Industrial Gas Generating Mechanic)	CMMG	1
Machinist's Mate G, First Class	MMG1c	2
Machinist's Mate G, Second Class	MMG2c	3
Machinist's Mate G, Third Class	MMG3c	4
Chief Machinist's Mate R (Refrigeration Mechanic)	CMMR	1
Machinist's Mate R, First Class	MMR1c	2
Machinist's Mate R, Second Class	MMR2c	3
Machinist's Mate R., Third Class	MMR3c	4
Chief Machinist's Mate S (Shop Machinist)	CMMS	1
Machinist's Mate S, First Class	MMS1c	2
Machinist's Mate S, Second Class	MMS2c	3
Machinist's Mate S, Third Class	MMS3c	4
Chief Motor Machinist's Mate	CMoMM	1
Motor Machinist's Mate, First Class	MoMM1c	2
Motor Machinist's Mate, Second Class	MoMM2c	3
Motor Machinist's Mate, Third Class	MoMM3c	4
Chief Electrician's Mate	CEM	1
Electrician's Mate, First Class	EM1c	2
Electrician's Mate, Second Class	EM2c	3
Electrician's Mate, Third Class	EM3c	4
Chief Water Tender	CWT	1
Water Tender, First Class	WT1c	2
Water Tender, Second Class	WT2c	3
Water Tender, Third Class	WT3c	4
Chief Boilermaker	CB	1
Boilermaker, First Class	B1c	2
Boilermaker, Second Class	B2c	3
Boilermaker, Third Class	B3c	4
Fireman, First Class	F1c	5
Fireman, Second Class	F2c	6

Aviation Branch

Chief Aviation Pilot	CAP	1
Aviation Pilot, First Class	AP1c	2
Aviation Pilot, Second Class	AP2c	3
Aviation Chief Machinist's Mate	ACMM	1
Aviation Machinist's Mate, First Class	AMM1c	2
Aviation Machinist's Mate, Second Class	AMM2c	3
Aviation Machinist's Mate, Third Class	AMM3c	4
Aviation Chief Machinist's Mate C (Aviation Carburetor Mechanic)	ACMMC	1
Aviation Machinist's Mate C, First Class	AMMC1c	2
Aviation Machinist's Mate C, Second Class	AMMC2c	3
Aviation Machinist's Mate C, Third Class	AMMC3c	4
Aviation Chief Machinist's Mate F (Aviation Flight Engineer)	ACMMF	1
Aviation Machinist's Mate F, First Class	AMMF1c	2
Aviation Machinist's Mate F, Second Class	AMMF2c	3
Aviation Machinist's Mate F, Third Class	AMMF3c	4
Aviation Chief Machinist's Mate H (Aviation Hydraulic Mechanic)	ACMMH	1
Aviation Machinist's Mate H, First Class	AMMH1c	2
Aviation Machinist's Mate H, Second Class	AMMH2c	3
Aviation Machinist's Mate H, Third Class	AMMH3c	4
Aviation Machinist's Mate I (Aviation Instrument Mechanic)	ACMMI	1
Aviation Machinist's Mate I, First Class	AMMI1c	2
Aviation Machinist's Mate I, Second Class	AMMI2c	3
Aviation Machinist's Mate I, Third Class	AMMI3c	4
Aviation Chief Machinist's Mate P (Aviation Propeller Mechanic)	ACMMP	1
Aviation Machinist's Mate P, First Class	AMMP1c	2
Aviation Machinist's Mate P, Second Class	AMMP2c	3
Aviation Machinist's Mate P, Third Class	AMMP3c	4
Aviation Chief Electrician's Mate	ACEM	1
Aviation Electrician's Mate, First Class	AEM1c	2
Aviation Electrician's Mate, Second Class	AEM2c	3
Aviation Electrician's Mate, Third Class	AEM3c	4
Aviation Chief Radioman	ACRM	1
Aviation Radioman, First Class	ARM1c	2
Aviation Radioman, Second Class	ARM2c	3
Aviation Radioman, Third Class	ARM3c	4
Aviation Chief Radio Technician	ACRT	1
Aviation Radio Technician, First Class	ART1c	2
Aviation Radio Technician, Second Class	ART2c	3
Aviation Radio Technician, Third Class	ART3c	4
Aviation Chief Metalsmith	ACM	1
Aviation Metalsmith, First Class	AM1c	2
Aviation Metalsmith, Second Class	AM2c	3
Aviation Metalsmith, Third Class	AM3c	4
Aviation Chief Ordnanceman	ACOM	1
Aviation Ordnanceman, First Class	AOM1c	2
Aviation Ordnanceman, Second Class	AOM2c	3
Aviation Ordnanceman, Third Class	AOM3c	4
Aviation Chief Ordnanceman B (Aviation Bombsight Mechanic)	ACOMB	1
Aviation Ordnanceman B, First Class	AOMB1c	2
Aviation Ordnanceman B, Second Class	AOMB2c	3
Aviation Ordnanceman B, Third Class	AOMB3c	4
Aviation Chief Ordnanceman T (Aviation Turret Mechanic)	ACOMT	1

Aviation Ordnanceman T, First Class	AOMT1c	2
Aviation Ordnanceman T, Second Class	AOMT2c	3
Aviation Ordnanceman T, Third Class	AOMT3c	4
Chief Airship Rigger	CAR	1
Airship Rigger, First Class	AR1c	2
Airship Rigger, Second Class	AR2c	3
Airship Rigger, Third Class	AR3c	4
Chief Parachute Rigger	CPR	1
Parachute Rigger, First Class	PR1c	2
Parachute Rigger, Second Class	PR2c	3
Parachute Rigger, Third Class	PR3c	4
Chief Aerographer's Mate	CAerM	1
Aerographer's Mate, First Class	AerM1c	2
Aerographer's Mate, Second Class	AerM2c	3
Aerographer's Mate, Third Class	AerM3c	4
Chief Photographer's Mate	CPhoM	1
Photographer's Mate, First Class	PhoM1c	2
Photographer's Mate, Second Class	PhoM2c	3
Photographer's Mate, Third Class	PhoM3c	4
Chief Torpedoman's Mate V (Aviation)	CTMV	1
Torpedoman's Mate V, First Class	TMV1c	2
Torpedoman's Mate V, Second Class	TMV2c	3
Torpedoman's Mate V, Third Class	TMV3c	4
Chief Painter V (Aircraft Painter)	CPtrV	1
Painter V, First Class	PtrV1c	2
Painter V, Second Class	PtrV2c	3
Painter V, Third Class	PtrV3c	4
Chief Storekeeper V (Aviation Storekeeper)	CSKV	1
Storekeeper V, First Class	SKV1c	2
Storekeeper V, Second Class	SKV2c	3
Storekeeper V, Third Class	SKV3c	4

Special Branch

Chief Yeoman	CY	1
Yeoman, First Class	Y1c	2
Yeoman, Second Class	Y2c	3
Yeoman, Third Class	Y3c	4
Chief Storekeeper	CSK	1
Storekeeper, First Class	SK1c	2
Storekeeper, Second Class	SK2c	3
Storekeeper, Third Class	SK3c	4
Chief Storekeeper D (Disbursing Storekeeper)	CSKD	1
Storekeeper D, First Class	SKD1c	2
Storekeeper D, Second Class	SKD2c	3
Storekeeper D, Third Class	SKD3c	4
Chief Storekeeper T (Technical Storekeeper)	CSKT	1
Storekeeper T, First Class	SKT1c	2
Storekeeper T, Second Class	SKT2c	3
Storekeeper T, Third Class	SKT3c	4
Chief Printer	CPrtr	1
Printer, First Class	Prtr1c	2
Printer, Second Class	Prtr2c	3
Printer, Third Class	Prtr3c	4
Chief Printer L (Lithographer)	CPrtrL	1
Printer L, First Class	PrtrL1c	2
Printer L, Second Class	PrtrL2c	3
Printer L, Third Class	PrtrL3c	4
Chief Printer M (Offset Duplicating Process)	CPrtrM	1
Printer M, First Class	PrtrM1c	2
Printer M, Second Class	PrtrM2c	3
Printer M, Third Class	PrtrM3c	4
Chief Ship's Service Man B (Barber)	CSSMB	1
Ship's Service Man B, First Class	SSMB1c	2
Ship's Service Man B, Second Class	SSMB2c	3
Ship's Service Man B, Third Class	SSMB3c	4
Chief Ship's Service Man C (Cobbler)	CSSMC	1
Ship's Service Man C, First Class	SSMC1c	2
Ship's Service Man C, Second Class	SSMC2c	3
Ship's Service Man C, Third Class	SSMC3c	4
Chief Ship's Service Man T (Tailor)	CSSMT	1
Ship's Service Man T, First Class	SSMT1c	2
Ship's Service Man T, Second Class	SSMT2c	3
Ship's Service Man T, Third Class	SSMT3c	4
Chief Ship's Service Man L (Laundryman)	CSSML	1
Ship's Service Man L, First Class	SSML1c	2
Ship's Service Man L, Second Class	SSML2c	3
Ship's Service Man L, Third Class	SSML3c	4
Chief Pharmacist's Mate	CPhM	1
Pharmacist's Mate, First Class	PhM1c	2
Pharmacist's Mate, Second Class	PhM2c	3
Pharmacist's Mate, Third Class	PhM3c	4
Hospital Apprentice, First Class	HA1c	5
Hospital Apprentice, Second Class	HA2c	6
Chief Musician	CMus	1
Musician, First Class	Mus1c	2
Musician, Second Class	Mus2c	3
Musician, Third Class	Mus3c	4
Chief Buglemaster	CBgmstr	1
Buglemaster, First Class	Bgmstr1c	2
Buglemaster, Second Class	Bgmstr2c	3
Buglemaster, Third Class	Bgmstr3c	4
Bugler, First Class	Bug1c	5
Bugler, Second Class	Bug2c	6

Commissary Branch

Chief Commissary Steward	CCS	1
Ship's Cook, First Class	SC1c	2
Ship's Cook, Second Class	SC2c	3
Ship's Cook, Third Class	SC3c	4
Ship's Cook B (Butcher), First Class	SCB1c	2
Ship's Cook B, Second Class	SCB2c	3
Ship's Cook B, Third Class	SCB3c	4
Baker, First Class	Bkr1c	2
Baker, Second Class	Bkr2c	3
Baker, Third Class	Bkr3c	4

Specialists

Chief Specialist (*)	CSp(*)	1
Specialist (*), First Class	Sp(*)1c	2
Specialist (*), Second Class	Sp(*)2c	3
Specialist (*), Third Class	Sp(*)3c	4

* *Insert letter indicating specialty:*

(A) Physical Training Instructor
(C) Classification Interviewer
(F) Fire Fighter
(G) Aviation Free Gunnery Instructor
(I) Punched Card Accounting Machine Operator
(M) Mail Clerk
(O) Inspector of Naval Materiel
(P) Photographic Specialist:
  (PG) Photogrametry
  (LB) Laboratory
  (VM) V-Mail
  (MP) Motion Picture Production
(Q) Communication Specialist:
  (CR) Cryptographer
  (TE) Technician
  (IN) Radio Intelligence
(R) Recruiter
(S) Shore Patrol
(S) Personnel Supervisor
(T) Teacher:
  (LT) Link Trainer Instructor
(V) Transport Airman
(W) Chaplain's Assistant
(X) Specialist not elsewhere classified:
  (ED) Engineering Draftsman
  (TD) Topographical Draftsman
  (CT) Cartographer
  (PL) Plastics Expert
  (TS) Air stations operations desk (time shack)
  (QM) Operations—plotting and chart work
  (PI) Pigeon Trainer
  (SB) Telephone Switchboard Operator Supervisor
  (VA) Visual Training Aid
(Y) Control Tower Operator

Stewards' Branch

Chief Steward	CSt	1
Steward, First Class	St1c	2
Steward, Second Class	St2c	3
Steward, Third Class	St3c	4
Chief Cook	CCK	1
Cook, First Class	Ck1c	2
Cook, Second Class	Ck2c	3
Cook, Third Class	Ck3c	4
Steward's Mate, First Class	StM1c	5
Steward's Mate, Second Class	StM2c	6
Steward's Mate, Third Class	StM3c	7

DUTIES OF RATES

(*Continued from page 23*)

tions. Is competent in the use of office machines.

STOREKEEPER T — (Technical Storekeeper)—Procures, stows, preserves and issues technical material, such as hull and machinery spare parts (exclusive of aviation material), ordnance, electronic equipment.

STOREKEEPER V (Aviation Storekeeper)—Procures, stows, preserves and issues aviation material. Specially trained in identification of aviation parts and supplies, and in maintenance of aviation supply records.

TELEGRAPHER—Operates teletype and telegraph equipment on shore stations.

TORPEDOMAN'S MATE—Maintains and repairs torpedoes, torpedo parts, control mechanisms and torpedo equipment, including directors and air compressor systems. Handles and maintains depth charges. Tests, operates and repairs hydraulic release gears and release tracks.

TORPEDOMAN'S MATE E (Electrical)
TORPEDOMAN'S MATE V (Aviation)—Assembles, disassembles, maintains and repairs aerial torpedoes and their parts. Loads torpedoes on airplanes.

TURRET CAPTAIN—Takes charge of a gun turret and its crew. Does assembly and repair work on all types of naval guns. Handles ammunition. Operates periscopes and rangefinders. Understands electric fire control and firing mechanisms.

WATER TENDER—Takes charge of boiler room. Maintains and operates boiler - room equipment, including pumps, etc. Performs repairs on boiler-room equipment.

YEOMAN — Performs typing, stenographic, clerical, filing and other office duties.

WAVE ENLISTED RATES

The following rates are now authorized for the Women's Reserve:

Aerographer's Mate
Aviation Machinist's Mate
Aviation Machinist's Mate I (Aviation Instrument Mechanic)
Aviation Metalsmith
Aviation Radio Technician
Baker
Electrician's Mate
Hospital Apprentice
Pharmacist's Mate
Printer
Printer L (Lithographer)
Printer M (Offset Duplicating Process)
Parachute Rigger
Radioman.
Radio Technician
Ship's Cook
Storekeeper
Telegrapher
Yeoman

Specialists:
(C)—Classification Interviewer
(G) — Aviation Free Gunnery Instructor
(I)—Punched Card Accounting Machine Operator
(M)—Mail Clerk
(P)—Photographic Specialist
(Q) — Communication specialist
(R)—Recruiter
(S)—Personnel Supervisor
(T)—Teacher
(W)—Chaplain's Assistant
(X) — Specialist not elsewhere classified
(Y)—Control Tower Operator



AT LEFT: An Allied convoy on its way to a fighting front, seen from an escorting Navy blimp.
Official U. S. Navy photograph

Bridge Around the World

That's the U. S. Merchant Marine . . . Which This Month Will Observe an Anniversary by Sticking to Its Mammoth Job of Delivering the Goods

THROUGHOUT the United States and wherever our vast wartime merchant marine is carrying cargoes of military supplies under the American flag, Monday, 22 May, will be observed as National Maritime Day. It has been so designated by a proclamation of the President in accordance with a joint resolution of Congress in 1933.

The day will be the 125th anniversary of steam's conquest of the Atlantic. It was on 22 May 1819 that the *Savannah,* first steamship to cross the ocean, sailed from that Georgia port on her epochal voyage.

National Maritime Day will spotlight the comradeship and interdependency of the U. S. Navy and the merchant marine in overcoming the stupendous war handicap imposed by the thousands of miles of blue water separating homeland and battlefront.

It was in anticipation of such a situation that Congress in 1936 acted to rehabilitate the country's merchant fleet. The law it then enacted contained the clear directive that one of the goals would be a merchant marine adequate to be an effective auxiliary of the armed services in time of emergency.

When war engulfed Europe in 1939, the U. S. Maritime Commission, created by the Merchant Marine Act, had under way a long-range program of shipbuilding. It included defense facilities which would make American flag merchant ships valued additions to our fighting fleet. Large, fast tankers were among the first ships built. They are now supplying our vast fleet of naval ships everywhere. Other vessels of the commission's long-range program, the C-types, were quickly available and are now carrying supplies and men to the battlefronts with speed and economy.

By the time the United States was drawn into the conflict by the attack on Pearl Harbor, the Merchant Marine Cadet Corps and Maritime Service had been created to train officers and seamen for the expanding merchant fleet. Production schedules doubled and redoubled. Then came the Liberty ship, the workhorse of the seas, which by virtue of mass production has carried a volume of arms and other vital supplies without which the global drive toward victory could not have been carried on.

Early in 1942 an executive order by the President created the War Shipping Administration to take over the requisitioning and operation of all merchant vessels suitable for war tasks and combining facilities for maximum service. The Maritime Commission was then free to concentrate its energies on speeding up the output of the shipyards. The chairman of the commission, Rear Admiral Emory S. Land, USN (Ret.), became also administrator of the new agency, which is largely staffed with Maritime Commission personnel who direct normal peacetime ship operations for the commission. Another Navy man, Rear Admiral Howard L. Vickery, USN, vice chairman of the commission, is deputy administrator of the War Shipping Administration.

The best know-how of shipbuilding and ship operation has been brought into the two organizations.

For duration of the war, the War Shipping Administration, in cooperation with the combined Chiefs of Staff, controls operation of all U. S. merchant vessels. In conjunction with the British Ministry of Transport, through the Combined Shipping Adjustment Board, WSA also directs movements of ships in the United Nations shipping pool and makes allocations of tonnage where most needed for prosecution of the war. Recruitment and training is also under WSA.

In 1936, when the Maritime Commission was established, there were in the entire United States only 10 shipyards capable of building oceangoing vessels 400 feet long, and about half of these were devoted to naval construction. In the 15 years between 1922 and 1937 only two oceangoing dry-cargo freighters were built in American yards, in addition to a few tankers and passenger ships. Today more than 60 shipyards, humming day and night, are turning out freighters, tankers and special military types at the rate of five a day. In the less than two and one-half years of our participation in the war on the Axis, more than 3,200 ships, with an aggregate deadweight tonnage in excess of 33,000,000, have poured from the yards.

Under its peacetime program the Maritime Commission in 1937 undertook construction of 50 ships a year



Official U. S. Maritime Commission photograph

Liberty ship at anchor off Anzio beach during the Allied landings on the west coast of Italy below Rome.

for a 10-year period. The drive contemplated replacement of over-age merchant ships by modern, fast cargo vessels and high-speed tankers. Then, in collaboration with marine engineers, ship operators and other interests, the Maritime Commission brought out the basic design of C-type vessels, fast and the equal of any of their class afloat. Incorporated in them were construction suggestions made by the armed services. Today they are proving their worth on the ocean lanes.

Contracts were let in accordance with this schedule until the outbreak of war overseas in 1939. It became apparent that American shipbuilders would be called upon to provide the greater part of replacements for tonnage being sunk or blockaded.

By 1940 shipbuilders realized they were reaching the limit of cargo tonnage that could be constructed with existing facilities. They were already strained by the constantly growing requirements of the Navy. Not only were existing yards incapable of producing more ships than were scheduled, but facilities for increased manufacture of geared-turbine propulsion machinery for C-types and tankers of the long-range program were lacking.

In this crisis the Maritime Commission adapted the time-tested British Sunderland tramp steamer to the possibilities of speed in construction, and the Liberty ship—the famous EC-2—was born. Propelled by the more readily procurable reciprocating steam engines, this war-emergency vessel makes only 11 knots. The Libertys met the need and did the job. They lived up to all expectations, sturdily resisting on innumerable occasions both murderous seas and enemy bombs and torpedoes.

Three elements have contributed to the rapid, mass production of Liberty ships, more than 2,000 of which have been delivered. They are: (1) Prefabrication of large sections of ships, made possible principally by new welding techniques; (2) a central purchasing plan, by which competitive buying by shipyards is avoided and manufacture of ships' parts distributed more evenly, and (3) adherence to a high degree of standardization of ship design and parts, which not only simplifies construction but also permits interchanging of parts between yards.

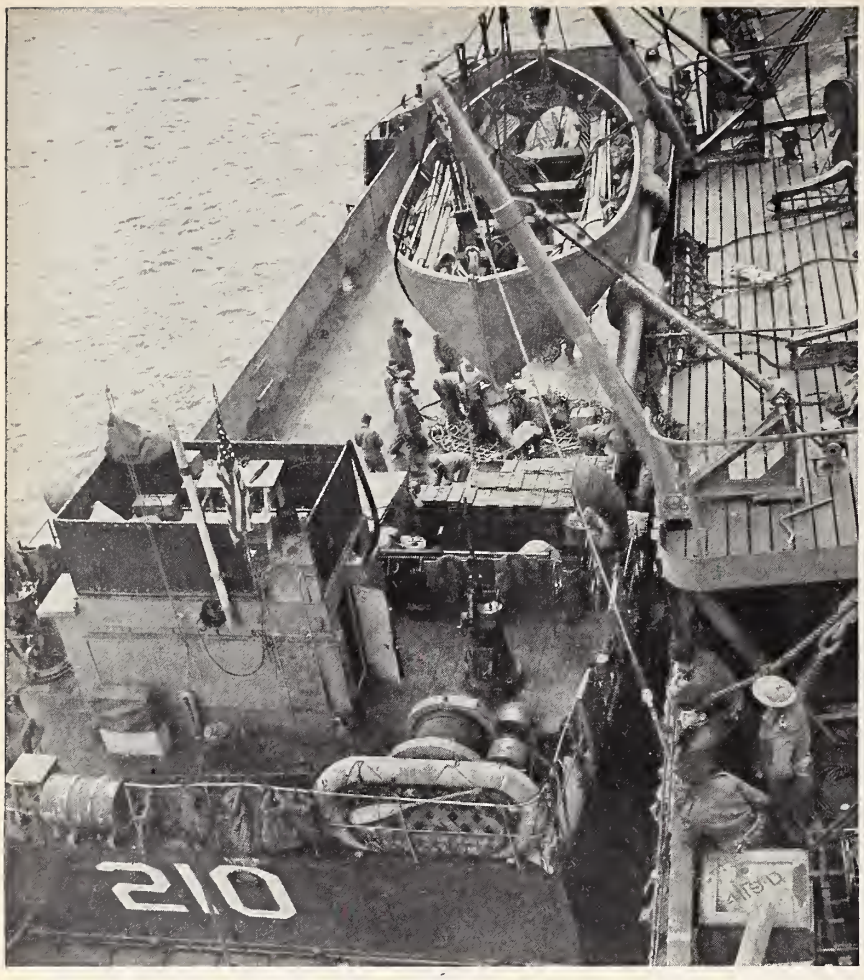
In common with other craft venturing into war zones, Liberty ships have defense installations manned by naval personnel. These and other Navy men have been eye-witnesses of the effectiveness with which Liberty ships have carried out their missions, constituting a life-line to all fronts.

Illustrative of the effectiveness of mass production is the fact that while an average of 241 days was required to produce the first to be built, average time from keel-laying to delivery in all the dozen yards concentrating on Liberty ships has been reduced to a little more than 50 days. Some yards have turned them out at the rate of slightly more than a month building time. Construction of similar but smaller ships in the first World War took at least 10 months.

As the cargo tonnage of the United Nations, depleted by U-boat and aerial



INSIGNIA of the U.S. Maritime Service: At left, officer cap device; right, typical petty officer rating badge (CBM).



Unloading cargo from a Liberty ship to an LCT in the invasion at Anzio.

attack, was restored, it was possible for the Maritime Commission to start curtailment of the Liberty ship program and begin production of the faster and generally more efficient Victory ship. The first of these 15- to 17-knot, 6,000-horsepower, geared-turbine freighters was launched early this year; five have been delivered (April 1), and others of the more than 300 on order are coming off the ways.

In the meantime, tankers, C-types and special types for the Army and Navy are being built under Maritime Commission contracts at a rate which promises to add at least 16,000,000 deadweight tons to the history-making shipbuilding tally before 1944 ends.

In addition to operating the expanding Merchant Marine, the War Shipping Administration is responsible for manning the ships. Its training organization has three divisions. They are the Merchant Marine Cadet Corps, which trains a selected group of young men as ship officers; the Maritime Service, which operates schools for apprentice seamen, up-grading of unlicensed personnel to officers, up-grading of licensed personnel and specialized training; and five state maritime academies, operated by state governments with partial support from Federal funds. The recruitment and manning organization of WSA supplements the efforts of owners, operators and maritime unions in calling experienced men to man merchant ships.

On innumerable occasions teamwork of merchant crews and the Navy Armed Guard crews aboard their vessels have saved the ships in combat action, often resulting in the destruction of attacking submarines and aircraft. A recent example was the successful defense of the Liberty ship *Anne Bradstreet* in which German torpedo and bombing planes lost heavily. The net result of the slashing duel in the Mediterranean was the Nazis' loss of four warplanes, minor damage to the freighter and one gunner wounded by shrapnel.

The master of the Liberty ship said:

"The men and their commanding officer who comprise the Armed Guard of the *Anne Bradstreet* are all volunteers. They are for the most part in their late 'teens or early 20s, coming out of civilian life to do their part. Only one of them had been on the high seas before this war. Months of patient training had equipped them to cope with any emergency.

"This hectic surprise engagement was their moment, a supreme test of that training, but, even more, it was a test of each man's courage and character. It was the time for which they had waited and for which they had disciplined themselves through interminable hours on watch.

"Finally, it was the reason for which they had been put on the vessel. Here again, also, was evidence to justify the heavy arming of the Liberty ships, and the excellent training of the men who man the guns. We, the licensed personnel of the *Anne Bradstreet*, salute these men. Perhaps the finest commentary on their spirit were the cheers and hurrahs that swept the vessel as each of the attacking planes burst into flames and crashed."

Enrolled in the American merchant marine today are 125,000 officers, cadets, and seamen. Since the United States went to war more than 5,500 have lost their lives at sea, while more than 500 are interned in Axis camps.

Behind the lines, in the nation's shipyards, are 582,000 workers, 12% of them women, while in contributory war plants are a million more fashioning the myriad parts that go into the building of a ship.

On the impending National Maritime Day three minutes only will be allowed for observance in these imperative industries, that production may not suffer interruption. On the high seas everywhere the nation's cargo fleet will be plowing forward with the Army and Navy.

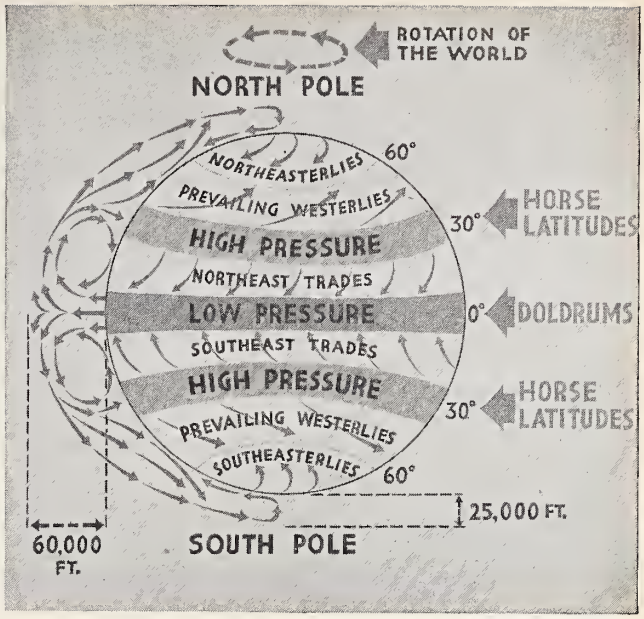


Official U. S. Maritime Commission photographs

The new Victory ship, 15- to 17-knot successor to the 11-knot Liberty type.



THE ATMOSPHERE: All factors which make up the weather as we know it occur in the troposphere.



CIRCULATION: The general flow of air in the troposphere follows a definite and fixed pattern.

Meet the Weather

By Knowing What Causes It You Can Make It Fight on Your Side

Men who protect their lives with weapons they have learned to use have learned also that they can protect their lives from — and with — the weather if they know how to deal with it.

Fog, for example, was on the side of the Allies when the British carried out their historic evacuation of Dunkirk. That fog greatly handicapped the Luftwaffe, and the British saved countless thousands of men to fight again. Fog helped us when we recaptured Attu by permitting our forces to land on the beaches while the uplands, with the strong Jap defenses, were completely observed.

A cold front (more about that later) hid the Japanese planes as they flew to the attack on Pearl Harbor. Soon afterward a U. S. Navy task force, in raiding the Marshall and Gilbert Islands, took advantage of clear weather to attack and get out, then took cover in a poor-weather area that shielded it from aerial reprisals.

Aerology Booklets Now Available

The weather has now been served up by the Aviation Training Division office of CNO, in nine short, easy-to-read booklets. Designed to educate aviation pilots in meeting all kinds of weather conditions, the booklets nevertheless contain much practical information of value to all naval personnel.

Known as the Aerology Series, these booklets are: Ice Formation on Aircraft, Thunderstorms, Fog, Air Masses and Fronts, The Warm Front, The Cold Front, The Occluded Front, Flying the Weather Map and The Equatorial Front.

The first six already have been printed, and the remaining three will be ready for sale in the near future. The first six may be obtained now for 10 cents each from the Superintendent of Documents, Government Printing Office, Washington 25, D. C., and the Aviation Training Division is recommending that the booklets also be placed on sale through ship's service stores.

For aviation schools and establishments the Aviation Training Division will fill any requests within reason for copies. The booklets will become standard texts in Navy aerology schools.

Illustrations for them were executed by the Walt Disney studios, and the drawings are as entertaining and informative as the colorful, simple, direct style of the text. They literally take the weather apart and put it back together.

The Disney studios also have made films, all but two in color, to go along with each of the booklets. The films run from 15 to 20 minutes in length. Naval establishments wishing to obtain them should address their requests to Chief of Naval Operations, OP33J6.

The article on these pages is based on the Aerology Series, and the accompanying illustrations are from those booklets.

Weather, in brief, is the state of the atmosphere. Knowing how to use it begins with understanding how the atmosphere acts.

Air Currents

The earth is surrounded by an envelope of gas called the atmosphere. Life depends upon this gas, for it contains the air we breathe. Flight also is dependent upon it, for it is the action of the airfoil within this envelope of air that provides lift which makes aviation possible. In addition, the flow of air from one point to another, commonly referred to as the wind, has a definite influence on the flight path of an airplane.

Compared with the size of the earth, the vertical thickness of the atmosphere is as thin as a sheet of paper twisted tightly around an orange. Atmosphere is composed about 99% of oxygen and nitrogen. The remaining 1% is distributed among several other gases, of which one is water vapor. As altitude increases, the atmosphere thins out and becomes rarified.

The first 18,000 feet above the surface of the earth contains half the weight of the atmosphere. The next 18,000 feet — up to an altitude of 36,000 feet — contains a fourth of the atmospheric weight. The remaining fourth ranges from 36,000 feet up-

ward to several hundred miles from the surface of the earth.

On this basis, let's take the atmosphere and divide it by name. The lower portion, close to the earth's surface, is known as the troposphere; the upper portion is the stratosphere, a practically cloudless area rich in ozone. Separating them is a narrow boundary zone called the tropopause.

The weather we know is cooked up and served, as it were, in the troposphere. This zone of weather varies in thickness from about 60,000 feet in the tropics to about 25,000 feet over the polar regions. Over the middle latitudes it goes to about 36,000 feet. The depth of the troposphere varies slightly with the seasons, expanding during the summer, contracting in the winter, due largely to the heating of the earth's surface and the atmosphere by the sun.

The earth receives and radiates the energy of the sun. Because the earth is composed of land and water, an unequal amount of heat is absorbed over various regions. Land absorbs heat more rapidly and heats to a higher degree than does water. Much more radiant energy is received over the equatorial belt than over the polar regions. The hot air over the equator tends to rise, the cold air over the poles to sink.

Rising air over the equator results in low barometric pressure, sinking air over the polar regions in high barometric pressure. Air flows from high toward low pressures, and therefore there is a tendency for air to flow from the poles toward the equator at low levels and for warm air to flow from the equator to the poles at high levels.

Rotation of the earth from west to east influences this interchange of air between the equator and the poles, and this deflects the winds. For example, if you stand facing the direction in which the wind is blowing in the northern hemisphere, winds are deflected to your right. In the southern hemisphere, winds are deflected to your left. Because this rotation is a constant factor, atmospheric movement over various portions of the earth's surface holds to a fairly definite pattern.



HOW FRONTS FORM: Air around the equator, heated by the sun, rises and flows toward the poles. Part of it sinks at around 30 degrees latitude, building up a high-pressure belt of warm air in those regions. The rest continues toward the poles, where it is cooled and sinks, contributing to a high-pressure dome of cold air there. Ultimately the high-pressure areas, growing stronger and stronger, invaded the middle latitudes. Where the cold- and warm-air masses meet is called a front.

Now for the wind, and where and how it blows. Only the northern hemisphere will be discussed here, because the exact reverse will hold true in the southern hemisphere. Divide the northern hemisphere into three zones, Zone A from the equator to latitude 30 degrees north; Zone B, from 30 to 60 degrees north, and Zone C, between 60 degrees north and the North Pole.

There are two distinct layers of wind patterns over each of these zones. One is close to the earth's surface (troposphere), the other at high levels. The first zone, A, is bounded on the south by a belt of low barometric pressure called the doldrums, where the winds are light and variable as they converge from both hemispheres. The doldrums are famous in sea stories as an area of calms where sailing ships were cursed by lack of wind and where they are frequent showers, thunderstorms, and heavy rainfall.

Bounding this zone on the north is a high-barometric-pressure belt known to seamen as the "horse latitudes." Here the air currents are divergent and have a tendency to subside or sink. There is relatively low humidity, almost clear skies. Because of the scarcity of rainfall, most of the world's deserts lie within this region.

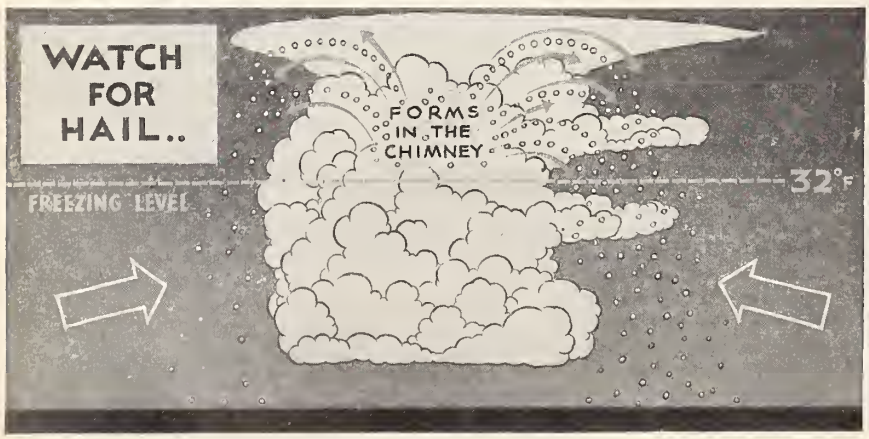
The "horse latitudes" get their name from the days when windjammers, carrying livestock, would run out of fresh water and have to push their cargoes of horses overboard.

Since the wind tends to flow from high- to low-pressure areas, the prevailing wind of Zone A flows from the "horse latitudes" in the north to the doldrums in the south. Because of the natural tendency of winds to deflect to the right in the northern hemispheres, winds in Zone A are northeast and are known as the "northeast trades."

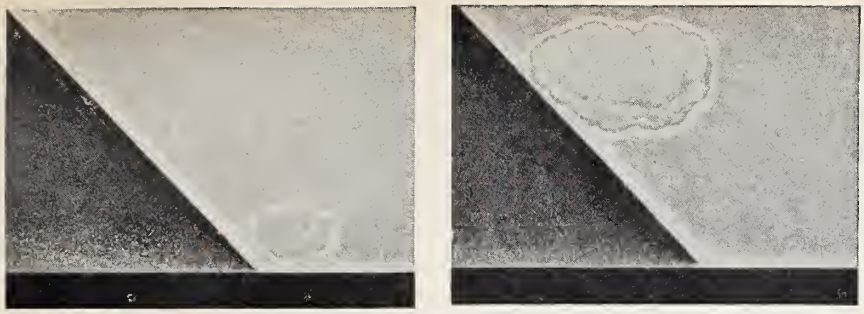
Going northward from the equator, Zone B is bounded on the south by the high-pressure belt of the "horse latitudes" and on the north by a low-pressure belt referred to as the polar front, or sub-pole low, where winds are stormy and extremely variable. Here again, the winds flow from the high-pressure toward the low-pressure areas, with deflection to the right in the northern hemisphere on account of the earth's rotation. Thus, the winds of Zone B are southwesterly. This zone is known to sailors as the region of "stormy westerlies." These winds gain in strength as the latitude increases.

Between the low-pressure belt of the polar front and the high-barometric-pressure area at the North Pole is Zone C, where the winds, flowing from high to low pressure, are known as the "polar easterlies."

When the captain of a ship wants calm seas and little or no wind for refuelling, he tells his aerologist several days in advance. The aerologist can pick the area and the day that will be best. But he doesn't expect miracles in the northern latitudes or "stormy westerlies" because there gales sometimes blow for days. The



HAIL results when violent upward currents of air in a thunderstorm carry rain spray above the freezing level to form balls of ice.



HOW FRONTS ACT: When cold air meets warm air, each mass tends to remain intact, with the cold air, being heavier, sliding beneath the warm air or the warm air advancing over the cold. The cold air acts as an inclined plane which forces the warm air upward. As the warm air rises, it expands and cools. When it has cooled so much that it no longer can hold all the water vapor it is carrying, the excess moisture condenses out as clouds. If rising and cooling continue, rain or snow may fall.

aerologist only diagnoses the weather. He doesn't make it.

Air Masses and Fronts

While air and the atmosphere have almost everything in common, the surface of the earth greatly influences the air. If the underlying surface of the earth is uniform, and air currents are favorable, the air mass takes on a uniformity in a horizontal direction, chiefly in its temperature and humidity. This uniformity, which is the essence of an air mass, depends upon the source from which the air comes, and the path it follows after leaving its source. Its source and the path it follows determine whether the air mass is warm or cold, moist or dry, stable or unstable.

A cold-air mass is one which is colder than the surface over which it is flowing, as when polar air flows towards the middle latitudes. Upon being warmed by contact with the surface of the earth, the air develops vertical currents, like those you can see in a container of water on a hot stove.

Such a condition results in a bumpy ride in rough air for the pilot who is flying overhead. These vertical currents through which the plane passes are characterized by vertical clouds known as cumulus. If the path of the air movement is over land, not much moisture is picked up and fair weather may be encountered, or there may be woolpack clouds in the sky. On the other hand, if the cold-air mass travels over water, it picks up much more moisture, which is carried to higher and higher levels. Cumulonimbus clouds, producing showers, may form.

Cold-air masses contribute to good surface visibility, because smoke, haze and moisture are carried upward and spread through a deep layer of air.

Air which is warmer than the surface over which it is moving is defined as a warm-air mass. The most important sources of warm-air masses are the ocean regions of the "horse latitudes" where the air is warm, fairly stable and high in moisture content. Cooling of this mass as it travels toward colder regions hinders turbulence and completely cuts off any vertical current, so that the air flow is almost entirely horizontal.

As a result, the pilot flying in warm air will encounter smooth air and cloud forms of the sheet variety. The warm mass, however, will tend to concentrate, near the surface of the earth, the factors that reduce visibility. There may be fog, with low visibility and ceilings.

The low-pressure belt around the equator is the result of rising air caused by the sun's excessive heating in that region. As the air rises and flows toward the North Pole, part of it sinks at around 30 degrees north latitude, building up the high-pressure belt in that region. The remainder of the air continues its northward flow toward the pole and through the region of prevailing westerlies, sinking over the North Pole and contributing to the high-pressure dome already existing there.

It is quite obvious that there cannot be a continual evacuation of air from the equatorial zone and a piling up to the north around the pole. If this process continued, all the air eventually would be north of 60 degrees north latitude, with no air over the equatorial zone. Since this is not true, and no vacuum exists in the atmosphere, there must be some way by which the system of circulation of the atmosphere is kept in balance. What actually happens is that air piles up north of what we call the polar front, a zone between air masses of polar origin and tropical origin. As the air continues to accumulate, the high pressure area becomes stronger and stronger until finally the polar front is unable to hold it in that region and the northeasterly current from the pole breaks through into the area of prevailing westerly wind.

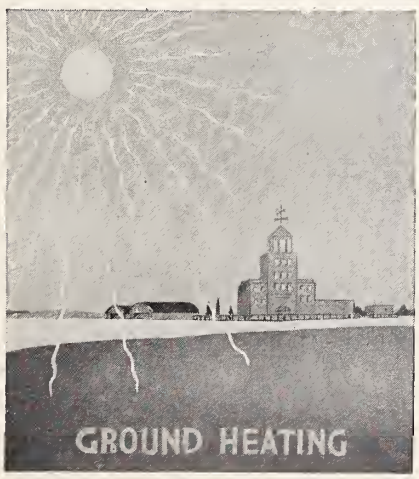
Therefore, the middle latitudes, which lie between the cold and warm areas of the earth, become a battleground, invaded alternately by cold air from the north and warm air from the south. These opposite masses do not mix readily. Each mass tends to remain intact, with the cold air sliding beneath the warm air or the warm air advancing over the cold. The warm air will never crowd out the cold because of their relative densities, but warm air may replace cold air as the cold mass moves out.

The cold air is separated from the warm by a sloping surface which is called a front, a boundary surface between the cold and warm temperatures. It is the mobile line where this boundary touches the surface of the earth that appears on your weather map as a front. Fronts usually extend over several hundred miles and sometimes over a thousand or two.

The sloping frontal surface is the major cause of weather that constitutes a hazard to flight operations, such as turbulent conditions, rain and thunderstorms, hail, icing, snow and fog.

The weather simmers down, as far as fronts go, to three general types: the cold front, which occurs when polar air invades the middle latitudes; the warm front created as tropical air enters the middle latitudes by the eastward movement of polar air, and

(*Continued on Page 60*)





Two ways in which fog may be dissipated.

Services for the Burial of the Dead at Sea

The full texts of appropriate Navy services for burial of the dead at sea are published here as a matter of interest, particularly to those commands not having chaplains.

PROCEDURE FOR COMMITTAL AT SEA

1. Firing platoon and bugler fall in. Uniform and location as prescribed by the commanding officer.
2. Pass the word, "All hands bury the dead." Sound officers' call Uniform as prescribed.
3. Assembly.
4. Adjutant's call. All divisions face the body.
5. Heave to. Half-mast colors.
6. Bring divisions to parade rest. (*All above is the same for every service.*)
7. Reading of scripture and prayers. (*See below.*)
8. Sound attention.
9. Committal.
10. Fire three volleys.
11. Taps.
12. Benediction.
13. Two-block colors.
14. Retreat.

FOR A PROTESTANT

Procedure 1 to 6 inclusive (above) followed by:

7. Reading of scripture and prayers:

The commanding officer or other person appointed by him shall stand near the body and face in such a way that he will be heard by all present. He may read the following invocation:

"I am the Resurrection and the Life, saith the Lord: he that believeth in me, though he were dead, yet shall he live; and whosoever liveth and believeth in me, shall never die."

And/or:

"God is our refuge and strength, a very present help in trouble. Therefore will we not fear, though the earth do change, and though the mountains be shaken into the heart of the seas. For this God is our God forever and ever: He will be our guide even unto death."

And/or:

"Out of the deep have I called unto Thee, O Lord; Lord hear my voice. O let Thine ears consider well the voice of my complaint. If Thou Lord, will be extreme to mark what is done amiss, O Lord, who may abide it? For there is mercy with Thee; therefore shalt Thou be feared. I look for the Lord; my soul doth wait for him; in his word is my trust."

Followed by the scripture lesson:

"If God be for us, who can be against us? He that spared not his own Son, but delivereth Him up for us all, how shall He not with Him also freely give us all things? Who is he that condemneth? It is Christ that died, yea, rather, that is risen again, who is even at the right hand of God, who also maketh intercession for us. Who shall separate us from the love of Christ? shall tribulation, or distress, or persecution, or famine, or nakedness, or peril, or sword? Nay, in all these things we are more than conquerors through Him that loved us. For I am persuaded that neither death, nor life, nor angels, nor principalities, nor powers, nor things present, nor things to come, nor height, nor depth, nor any other creature, shall be able to separate us from the Love of God, which is in Christ Jesus our Lord."—*Romans 8.*

Or:

"Jesus said, Let not your heart be troubled: ye believe in God, believe also in me. In my Father's house are many mansions: if it were not so, I would have told you. I go to prepare a place for you. And if I go and prepare a place for you, I will come again, and receive you unto myself; that where I am, there ye may be also. And whither I go ye know, and the way ye know. Thomas saith unto him, Lord, we know not whither Thou goest; and how can we know the way? Jesus saith unto him, I am the way, the truth, and the life: no man cometh unto the Father, but by me."—*John 14.*

Followed by prayers (use any of the following):

"Remember thy servant, O Lord, according to the favour which thou bearest unto thy people, and grant that, incerasing in knowledge and love of thee, he may go from strength to strength, in the life of perfect service, in thy heavenly kingdom; through Jesus Christ our Lord, who liveth and reigneth with Thee and the Holy Ghost, ever, one God, world without end. Amen."

And/or:

"O God whose mercies cannot be numbered: Accept our prayers on behalf of the soul of thy servant departed, and grant him an entrance into the land of light and joy in the fellowship of Thy saints, through Jesus Christ our Lord. Amen."

And/or:

"O God, whose days are without end and whose mercies cannot be numbered, make us, we beseech Thee, deeply sensible of the shortness and uncertainty of human life; and let Thy Holy Spirit lead us in holiness and righteousness all our days: that, when we have served Thee in our generation, we may be gathered unto our fathers, having the testimony of a good conscience; in the communion of the Christian Church; in the confidence of a certain faith, in the comfort of a reasonable, religious, and holy hope; in favor with Thee our God, and in perfect charity with the world, All which we ask through Jesus Christ, our Lord. Amen."

And/or: (Note: This is appropriate for use alone or with any other prayer.)

"O God, we pray Thee that the memory of our comrade, ————, fallen in battle, may be ever sacred in our hearts; that the sacrifice which he has offered for our country's cause may be acceptable in thy sight; and that an entrance into Thine eternal peace may, by Thy pardoning grace, be open unto him, through Jesus Christ our Lord."

Conclude with the Lord's Prayer, all hands.

8. Sound attention.

9. The committal:

"Unto Almighty God we commend the soul of our brother departed, and we commit his body to the deep;* in sure and certain hope of the Resurrection unto eternal life, through our Lord, Jesus Christ. Amen."

** Tilt the board and drop the body into the sea.*

10. Fire three volleys.

11. Taps.

12. The Benediction:

"The God of peace, who brought again from the dead our Lord Jesus Christ, the great shepherd of the sheep, through the blood of the everlasting covenant; make you perfect in every good work to do his will, working in you that which is well pleasing in his sight, through Jesus Christ, to whom be glory for ever and ever. Amen."

13. Two-block colors.

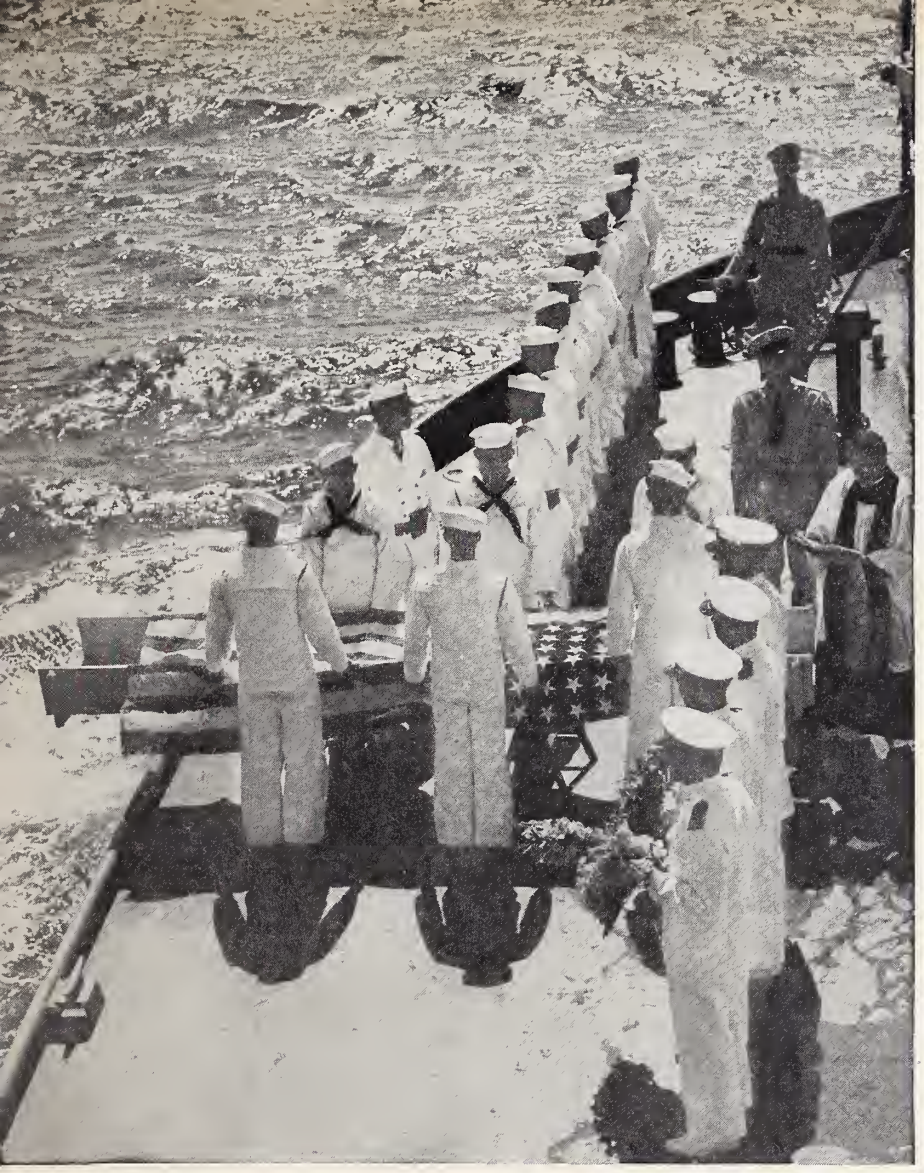
14. Retreat.

FOR A CATHOLIC

Procedure 1 to 6 inclusive (above.)

The commanding officer or such person as appointed by him shall stand near the body and face in such a way that he will be heard by all present and read as follows:

"Out of the depths have I cried unto Thee, O Lord: Lord, hear my voice.
Let Thine ears be attentive to the voice of my supplications.
If Thou, Lord, shouldst mark iniquities: Lord who shall stand?
But Thou dost not remember, for with Thee is merciful forgiveness, that Thou mayest be feared.
I wait for the Lord, my soul doth wait, and in His word do I hope.
My soul looketh for the Lord more than watchmen look for the morning; yea, more than watchmen look for the morning.



Official U. S. Navy photograph

The body of a naval officer is committed to the deep.

O Israel, hope in the Lord, for with the Lord there is mercy and with Him plentiful redemption.

And he shall redeem Israel from all his iniquities." (*Ps. cxxix.*)

"At that time: Martha said to Jesus: Lord if thou hadst been here, my brother had not died; but now also I know that whatsoever thou wilt ask of God, God will give thee. Jesus saith to her: Thy brother shall rise again. Martha saith to him: I know that he shall rise again in the resurrection of the last day. Jesus said to her: I am the resurrection and the life: he that believeth in me, although he be dead, shall live; and every one that liveth and believeth in me, shall not die forever. Believest thou this? She said to him: Yea, Lord, I have believed that Thou are Christ the Son of the living God, who art come into this world. Thanks be to God." *St. John II.*

Prayers

"Enter not into judgment with Thy servant, O Lord; for in Thy sight shall no man be justified, unless through Thee he find pardon for all his sins. Let not, therefore, we beseech Thee, the hand of Thy justice be heavy upon him, whom the earnest prayer of Christian faith commendeth unto Thee, but by the help of Thy grace, may be escape the judgment of vengeance who whilst he was living, was marked with the sign of the Holy Trinity: Who livest and reignest world without end. Amen."

And/or:

"Grant, O Lord, this mercy to Thy servant departed, that he who in his desires did Thy will, may not receive the punishment of his misdeeds; and that as true faith hath joined him to the company of the faithful here below, Thy mercy may make him the companion of the holy Angels, in heaven, through Christ our Lord. Amen."

And/or:

"O God! the Creator and Redeemer of all the faithful, hear our supplications and through Thy infinite love and mercy graciously grant to the soul of Thy servant departed the remission of all his sins, by which he may have deserved the severity of Thy divine justice and punishment in the world to come. Vouchsafe to him grace and mercy before Thy divine tribunal, and let him attain to everlasting rest and happiness through the infinite merits of Jesus Christ. Amen."

And/or:

"O God! great and Omnipotent Judge of the living and the dead! before Whom we are all to appear after this short life, to render an account of our works, let our hearts, we pray Thee, be deeply moved at this sight of death, and while we consign the body of the deceased to the deep, let us be mindful of our frailty and mortality that walking always in Thy fear and in the ways of Thy commandments, we may after our departure from this world experience a merciful judgment and rejoice in everlasting happiness, through Christ our Lord. Amen."

The following must always be read:

"Our Father, Who art in heaven, hallowed be Thy name; Thy kingdom come; Thy will be done on earth, as it is in heaven. Give us this day our daily bread; and forgive us our trespasses as we forgive those who trespass against us; and lead us not into temptation, but deliver us from evil. Amen.

"Hail, Mary, full of grace, the Lord is with thee. Blessed art thou among women, and blessed is the fruit of thy womb. Holy Mary, Mother of God, pray for us sinners, now and at the hour of our death. Amen.

"May he rest in peace. Amen."

8. Sound attention.

9. *The committal:*

The Commanding Officer or such person as appointed by him shall then continue:

"To Thee, O Lord, we commend the soul of Thy servant, ———— (first name only), that having departed from this world he (they) may live with Thee: and whatever sins he has (they have) committed through the frailty of human nature, do Thou, in Thy most tender mercy, forgive and wash away. Through Christ our Lord. Amen.

"Come to his (their) assistance, ye Saints of God meet him (them), ye Angels of the Lord, receive his soul (their souls) and bear it (them) into the presence of the Most High.

"May Christ receive you, who hath called you, and may the Angels escort you into Abraham's bosom.*

* *Tilt the board and drop the body into the sea.*

"Eternal rest grant unto him (them), O Lord, let perpetual light shine upon him (them), and may his soul (their souls), and all the souls

(Continued on page 46)

BUREAU OF
NAVAL PERSONNEL
INFORMATION BULLETIN

This magazine is published for the information and interest of the Naval Service as a whole, but opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. Articles of general interest may be forwarded to the Editor.

MAY 1944 NAVPERS-0 NUMBER 326

Keeping the Family Spirit

Considering the size of the task confronting us, there is no one who is anything but happy at the tremendous — almost miraculous — expansion of the naval service.

There is, however, one heritage which we must guard and preserve even more zealously *because* of the expansion. That is the family spirit which was the very heart and soul of the relatively small peacetime Navy. In that navy, the uniform was the badge. Everyone belonged to the same closely knit organization. Everyone knew everyone else, or someone who did. Everyone knew all the ships. Problems were common problems and their solutions were genuinely cooperative. A salute was a recognition that one "belonged," officer and enlisted personnel alike.

The strength such a spirit gave the Navy is obvious to anyone who understands the necessity for loyalty, high morale and instinctive cooperation in a naval organization, and it is obvious in today's fleet operations.

With the rapid and overwhelming expansion of the fleet, however, not everyone can know everyone else, nor very many of the ships, nor be able to do much personally in the overall problems — but it does not follow that because the Navy cannot be as closely knit as before, it should not be at least as closely knit as possible under the new circumstances.

You can still keep the uniform the badge — a badge of membership in a greater and more powerful organization, so that you can have even greater pride in it. You can make it your personal business to lend a helping hand whenever possible. You can fight against the cold heartlessness that hugeness and mechanism engender, and you can act with human understanding toward your fellow man — in the knowledge that because you are both in the Navy fighting for a common purpose, you have a bond that gives you added strength.

It may not be quite the intimate spirit that was possible in the smaller Navy — but it is still the *Navy* spirit, and in furthering it you will find personal satisfaction as well as contributing to the *good of the service.*

LAST JUNE



The Navy, while reporting the sinking of 20 more Japanese vessels by U. S. submarines, sent surface units into the Central Solomons to land American and Australian troops on Rendova Island, and in the Mediterranean followed up the Axis collapse in Tunisia by helping to capture Italian islands below Sicily.

1944 JUNE 1944

SUN	MON	TUE	WED	THU	FRI	SAT
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

What will we do THIS YEAR?

Quotes of the Month

• *Tokyo radio:* "Our brilliant history is about to be smeared by devils. We must be prepared to die brilliantly to save our nation."

• *Lt. Gen. Alexander A. Vandegrift,* USMC: "The Japanese commentators are excellent morale builders, inasmuch as they compete strongly with our own radio comedians in the record of inciting the longest and loudest laughs."

• *American corporal watching Vesuvius:* "Gosh! Wait'll I tell 'em about this in Muncie."

• *Secretary Knox:* "We shall have to fight our way ashore either in China or Japan itself against the main element of Japan's strength, which is the Army and not its Navy."

• *Brig. Gen. Robert L. Denig,* USMC: "It's all right to dream of victory, but if we want the dream to come true let no one oversleep."

LETTERS
TO THE EDITOR

This column is open to unofficial communications from within the Novol Service on motters of general interest. However, it is not intended to conflict in ony way with Novy Regulotions regarding the forwarding of officiol moil through channels, nor is it to substitute for the policy of obtaining informotion from the local commanding officer in oll possible instances. Answers to correspondence oddressed to the Editor will be through this column only.

RESERVE COMMISSIONS

TO THE EDITOR:

Since a married man is not qualified for V-12, and one must have a certain degree of educational background before he is eligible for V-7, is there any training a married man who is not a college graduate can apply for that would normally lead to a commission in the Naval Reserve?—J.R., Y2c, USNR.

• *Yes, routine training in grade and in service schools as established within the forces afloat and ashore. The regulations and requirements for a commission in the Naval Reserve today are more liberal in certain respects than ever before. For example, commissioned warrant officers, warrant officers, chief petty officers and petty officers first class who are recommended by their commanding officers are eligible for consideration for temporary appointments to ranks or grades not above that of lieutenant in the Naval Reserve, for temporary service. There are no specified educational requirements for such a temporary commission.*

As to V-7, the educational requirements offer three alternatives: (1) Eight semesters in an accredited college or university with no specified active duty requirement; (2) six semesters and four months of active duty; (3) four semesters and eight months' active duty. Two semesters of college mathematics are required, or, in the absence thereof, the commanding officer's endorsement that the candidate has been examined and is considered to have sufficient mathematical aptitude to complete reserve midshipman training satisfactorily.

It also should be borne in mind that sea duty today is most helpful in securing a commission in the rapidly expanding naval service. A man on shore duty whose application for a commission is not acted upon favorably should arrange for transfer to sea duty through his administrative command in order that he may obtain sea experience to further his chance for a commission.

Men interested in achieving a direct commission will find the information they need in BuPers Circ. Ltr. No. 159-42 (semi-monthly N. D. Bul., 30 Nov. 1942, R-1023); BuPers Circ. Ltr. 152-43 (semi-monthly N. D. Bul., 15 Aug. 1943, R-1326) and Alnav 23 (semi-monthly N. D. Bul., 31 Jan., 44-76). Those interested in V-7 see BuPers Circ. Ltr. No. 246-43 (semi-monthly N. D. Bul., 30 Nov. 1942, R-1643) —ED.

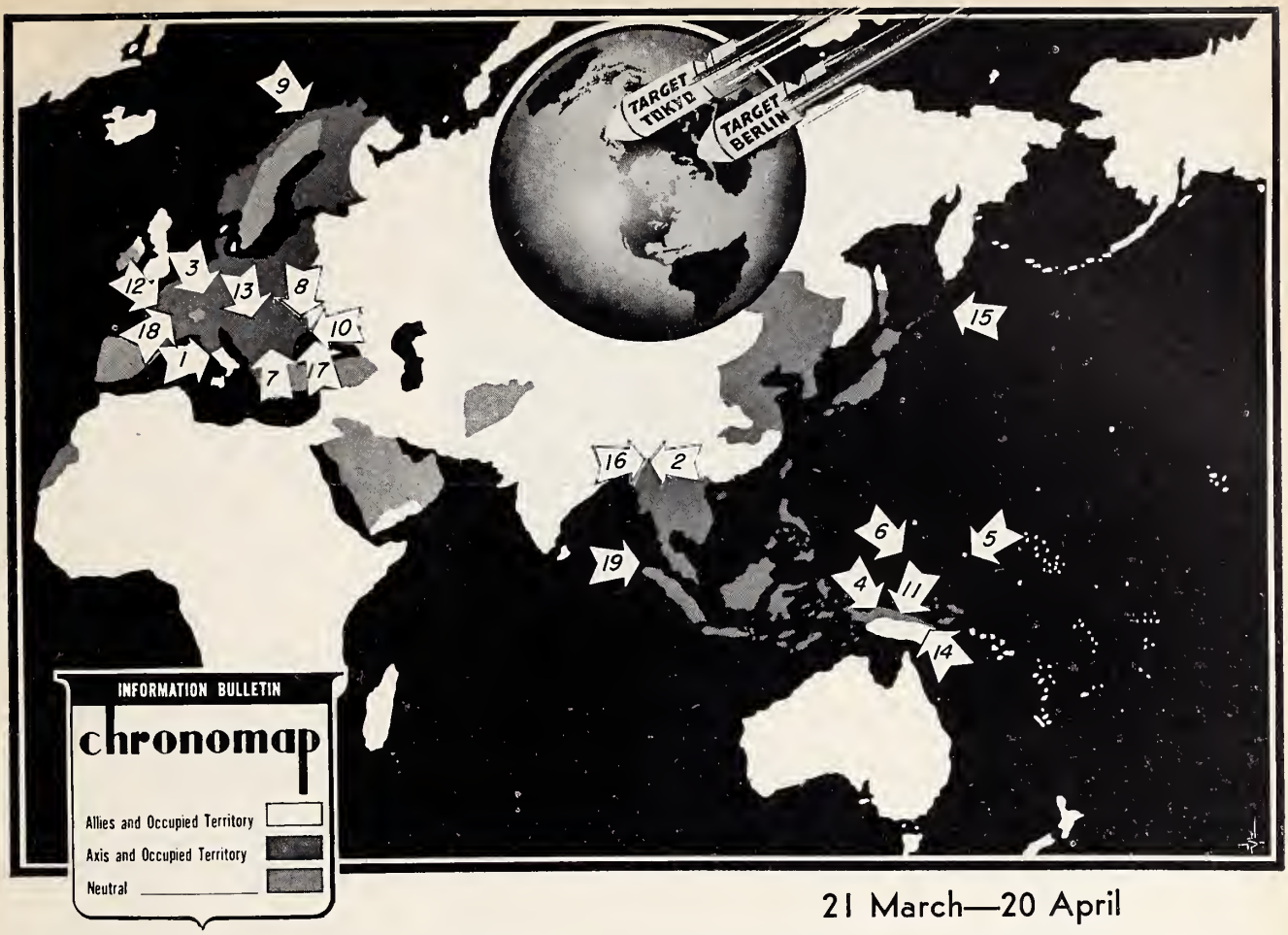
TOKYO RAID

TO THE EDITOR:

In the table of engagements for which stars have been authorized, published in the March INFORMATION BULLETIN, the Tokyo raid of April 1942 was not included. Approximately 11 months ago, following the release of the story of the Tokyo raid, it was listed in an Alnav as an engagement for which a star was authorized. Please give the official ruling on this. S. B., Lt. (MC), USNR.

• *The Tokyo raid and the Wake Island raid of December 1942 originally were listed in Alnav 74, 14 April 1943, as among the engagements for which a star could be worn. After further consideration, however, they were dropped from the subsequent and now authoritative listing of*

(Continued on Page 48)



21 March—20 April

1. 21 March—Nazis renew stand in battered Cassino.
2. 22 March—Japanese invade India from Burma.
3. 22-23 March—Five thousand Allied planes drop more than 6,000 tons of bombs on Nazi Europe in 24 hours.
4. 28 March-3 April—Allied bombers destroy 288 Jap planes at Hollandia in biggest Southwest Pacific raids.
5. 29 March—Allied bombers of Central and Southwest Pacific forces begin two-way raids on Truk.
6. 29-31 March—Pacific Fleet forces blast Palau, Yap, Woleai.
7. 30 March—U. S. bombers from Mediterranean area begin series of heavy raids on Balkans.
8. 2 April—Red Army sweeps into Rumania.
9. 3 April—British announce German battleship *Tirpitz* set afire by carrier planes.
10. 10 April—Russians capture Odessa.
11. 10 April—U. S. destroyers steam into Hansa Bay to bombard Japanese installations.
12. 11 April—RAF pours 4,000 tons of bombs on French and Belgian railway centers.
13. 13 April—Three thousand U. S. planes from Britain, Italy raid Germany, Hungary, Yugoslavia.
14. 13 April—Australians capture Bogadjim.
15. 14 April—Army Liberators raid Matsuwa in Kuriles.
16. 17 April—Japs thrown back in India.
17. 17 April—Crimea virtually cleared of Axis troops.
18. 18-19 April—Six thousand U. S., British planes pound Europe with record 9,000 tons of bombs in 30 hours.
19. 19 April—Carrier planes from Allied naval force, including battleships, raid Jap installations on Sumatra.

THE MONTH'S NEWS

(Period of 21 March through 20 April)

U. S. Navy Strikes Palau Islands; Red Army Drives into Rumania; Allies Step Up Raids on Europe

The War

The war moved onto Axis soil in Europe and struck perilously close to the Japanese homeland last month. For the first time since the start of the Russo-German war, 22 June 1941, the Red Army drove the enemy back over a border of the Soviet Union when it knifed into Rumania on 2 April. On the other side of the world, a U. S. Navy task force smashed at the Palau Islands, 600 miles east of the Philippines, striking a crippling blow there even as the Japs in the South Pacific fell back before new Allied assaults.

The raid on Palau—Woleai, Ulithi and Yap were also hit—was a three-day attack that began 29 March. Once again the Japanese navy prudently had retired from the scene, but our planes and ships accounted for 28 Jap ships sunk, 18 beached or damaged, and 160 to 214 planes destroyed. Extensive damage was done to ground installations, ammunition dumps, runways and other targets. One Japanese battleship, intercepted by a U. S. submarine, was torpedoed but escaped. Our losses totaled 25 planes, 18 lives, no ship damage.

Admiral Chester A. Nimitz, in his longest communique of the war, said the Palau strike was our biggest success in the Central Pacific. His state-



Official U. S. Navy photograph

RESULTS AT PALAU: Oil smoke billows up from Japanese vessels hit by carrier planes of the U.S. Navy task force which last month battered enemy ship and bases within 600 miles of the Philippines.

ment was followed a few days later by Admiral King's report of 2,000,000 tons of Jap shipping destroyed since the start of hostilities. The month saw U. S. submarines add to that estimate with the further destruction of 41 Japanese ships, ranging from small cargo ships to scarce tankers.

Timed with the Palau strike, Allied long-range bombers from South Pacific bases joined those of our Central Pacific forces in coordinated pincer air attacks on Truk. The islands making up Truk Atoll and others of the Carolines, particularly Ponape, were subjected to an almost daily blasting.

Meanwhile, mopping up of the last enemy positions in the Marshalls continued apace. By 4 April American sovereignty had been established on Ailuk, Rongelap, Likiep, Utirik, Majit and five other Marshalls atolls. A week later four more atolls and an island had been occupied with scarcely any resistance. Only four Jap-held atolls remained to "wither on the vine"—and the withering process was hastened by a daily rain of explosives from Army, Navy and Marine planes.

As the daily bombings of Truk continued, Admiral Nimitz's communiques referred to them as a "softening up" process. Japan's Kurile Island bases also were being visited every few days by American bomobers from the Aleutians. And on 19 April pressure was applied to Japan's swollen empire from still another direction when an Allied carrier-battleship force sent its planes against enemy installations on the northwest tip of Sumatra.

In Europe the month saw the most important Red Army victories of the war. The Russians advanced in force into Rumania early in April. On 10 April Odessa, important Black Sea port, naval base and industrial center which was one of the first Nazi conquests, was recaptured. At almost the same time a two-pronged drive was launched to clear the Crimea of Axis troops.

By mid-April that task was virtually completed. Sevastopol was under siege and had become the Nazis' own Dunkirk. The pocketed Germans were reported to have left rear-guard units of Rumanian soldiery to protect their retreat. Nazi machine-gun squads in turn "protected" the Rumanian rear guard by mowing down any Rumanians who tried to escape the Russian advance.

Both Rumania and Hungary were reported weary of war and ready for peace terms. The threat to Hungary was enough to cause Hitler to overthrow the Hungarian government on 21 March and set up virtual martial law.

Battered from the east, Hitler found little comfort in the west, where the American and British air assaults against his airplane-production centers was stepped up to new intensity. Determined to cut German plane production to the bone, the Allied air bombardment forced the Nazis to utilize the greatest portion of the Luftwaffe for home defense.

In Europe, also, air pincers were clamped on the enemy. Early in April long-range Allied bombers from Italy were striking at Budapest and other Balkan rail centers as a direct aid to the Russian campaign. Observers forecast that the time was near when American and British planes would take a coordinated and planned part in Russian ground attacks.

On more than one occasion 3,000 Allied planes were put into the air for assaults on Fortress Europe. The German fighter defense seemed to be weakening. The western "invasion coast" also took a severe battering. Late in March Hitler called a council of his satelite puppet leaders to discuss future defense problems in the Balkans should the Allies strike there.

As the threat of invasion from the west grew daily more acute, Nazi nerves were obviously taut. On 17 April Great Britain stripped all foreign diplomats, with the exception of American and Russian representatives, of time-honored diplomatic privileges. They were forbidden to travel or return home; diplomatic pouches were no longer immune to inspection; code communication with homelands was barred. Censorship was tightened and new restrictions placed on contact with Eire as America and England took measures to prevent Allied fighting men being endangered by espionage.

In the South Pacific the Japanese were staggering, too. On 11 April Allied headquarters announced that most of New Britain was ours as the Japanese fled to a last stand at Rabaul. The once-important enemy bases at Cape Hoskins and Gasmata had been abandoned. Allied airmen promptly turned their main assaults against remaining Jap positions in New Guinea.

Hollandia, one of the last big Jap bases on New Guinea, was subjected to record air assault. While South Pacific-based bombers were blasting Truk, U. S. destroyers steamed into Hansa Bay, New Guinea, by daylight to pulverize that base and other targets along the coast.

On 20 March Marines had landed on Emirau Island, in the St. Matthias group, 84 miles north of Rabaul and

CASUALTY FIGURES

Casualties among naval personnel through 20 April totaled 44,227. The totals since 7 December 1941:

	Dead	*Wounded*	*Missing**	*Prisoners**	*Total*
U. S. Navy.....	14,071	3,903	8,307	2,479	28,760
U. S. Marine Corps	4,404	7,732	769	1,945	14,850
U. S. Coast Guard.	320	91	206	....	617
Total	18,795	11,726	9,282	4,424	44,227

* A number of personnel now carried in the missing status undoubtedly are prisoners of war not yet officially reported as such.

Vital Shells Flown From U. S. to Italian Front in 34 Hours

Tons of special shells were flown from the United States to the Italian battle area in 34 hours by the Naval Air Transport Service recently.

French warships supporting Allied ground troops were running out of ammunition, and there were no other shells to fit their guns on that side of the Atlantic. Two big Douglas R5D planes took aboard substantial cargoes of shells and reached Africa with two brief operational stops.

Weather was so bad in North Africa that most planes were grounded, but the two Navy planes received permission to proceed to Bizerte. They arrived in time to keep the French warships firing.

less than 600 miles from Truk. The South Pacific Japanese were clearly in a tight spot. It was estimated that 100,000 of them were isolated and facing certain destruction.

Sharp warfare flared in Burma and India when, after Allied airborne forces had landed in northern Burma to clear that area of Japanese and open a passage to China, Japanese forces crossed the Indian border for a stab at Imphal, key to Allied supply lines into Burma and China.

Momentarily, both Imphal and Kohima, key communication center, were threatened. On 7 April they were reinforced. Slightly over a week later the Allies were on the offensive and had apparently nullified the enemy threat.

Meanwhile American and Chinese forces had fought through the jungles to within 50 miles of Mandalay.

In Italy, both fronts continued in bloody stalemate. The Nazis filtered back into the rubble of Cassino, took new positions and hung on. In an apparent flanking movement, the Allies captured Mount Marrone, 13 miles northeast of Cassino, on 1 April. By mid-April, American patrols were again on the offensive at the Anzio beachhead.

On 4 April the British had still another sea victory to report. Just as the Germans were attempting to move the battleship *Tirpitz* from her anchorage in Alten Fjord, Norway, planes from British carriers found her and struck. The last of the big German raiders suffered numerous bomb hits and was set afire. It was believed that she had been again crippled before fully recovering from torpedoing by midget submarines last fall.

In South Pacific waters British submarines joined American hunters and accounted for seven Japanese ships. The British also revealed the successful use of "two-man torpedoes." These are torpedoes which two men ride astraddle through enemy waters until they reach the side of a hostile ship. The men, wearing light diving outfits, dive with the torpedo, attach the warhead to the enemy ship, set a time mechanism and then escape on their deadly water horse.

The month also brought news of the death of two noted Allied military leaders. Gen. Nicolai Vatutin, hero of Kiev, died in Russia after a lingering illness and major operation. In Burma, Maj. Gen. Orde Charles Wingate, famed raider and jungle commando leader, was killed when an airplane carrying him to the North Burma front crashed against a mountain peak in a storm.

Navy News

• Plans are now being made for the annual Fourth of July cash sale of war bonds to naval personnel, with an unofficial goal of one extra bond per person. Last year, the Independence Day sale netted more than $4,000,000.

Bond sales to naval personnel in March 1944 totaled $46,036,481, bringing the grand total of all Navy bond purchases since the program was established in October 1941 to $512,700,115. Sales for March 1943 were $17,759,915.

Of the sales for March this year, $17,586,675 represented war bond purchases by civilian employes of the Navy under the payroll savings plan; $25,557,769 were allotment purchases by uniformed personnel of the Navy, Marine Corps and Coast Guard, and $2,892,037 were cash purchases by military and civilian pesonnel.

March 1944 also set a new high in war bond allotments, with the 134,000 new allotments for the month lifting the cumulative total to 1,472,382. Naval training centers were first in March payroll participation, with 20% of total pay, while naval air stations led in civilian participation with 96.7% of personnel purchasing. For the entire naval service, civilian participation was 93.5%, and payroll participation was 12.1%.

• To assist discharged naval personnel in making the transition back to civilian life, BuPers has instituted a program of civil readjustment. Officers will be appointed in each activity from which personnel are discharged to inform those returning to civilian life as to their rights and privileges and the assistance available to them from government and civilian agencies. These officers will provide information and advice on such matters as mustering-out pay, the procedure for obtaining a former job or vocational training, and the prospects for continuing education interrupted by the war.

• Monthly production of naval torpedoes now is greater than the entire World War I output, BuOrd revealed last month. Torpedoes produced in 1943 showed an increase of 250% over 1942 and 730% over 1941, while pro-



Official U. S. Coast Guard photograph

NINE JAP PRISONERS, all their fight gone, crouch on the deck of a landing barge as their captors prepare to take them to a nearby transport. Surprised as they huddled in a foxhole during the fighting on Kwajalein, the Japs were captured by four Coast Guardsmen.



WORK AND PLAY: While some of the crew work on bombs and Hellcats on the hangar deck of a new aircraft carrier, others (in background) relieve "sea tension" by watching a movie.

duction in December 1943 was 900% above that in December 1941. A torpedo contains about 5,000 parts and costs between $10,000 and $12,000. Another ordnance item requiring great skill and precision in production, the fire-control director, is being turned out in great quantities. Production of directors in December 1943 was 3,000% over December 1941.

• Teamwork enabled the Skull and Crossbones Squadron, only Corsair squadron in the Navy, to destroy 154 Jap planes in the air and two on the ground and sink five small enemy cargo ships and 16 barges carrying troops and supplies in 76 days of combat flying. Under the command of Lt. Comdr. John T. Blackburn, USN, of Chevy Chase, Md., this squadron participated in more sorties and flew more combat hours (over 8,000) than any other Solomons-based squadron. In one five-day period the squadron established what is probably an all-time record for any fighter squadron by destroying 60½ enemy planes (one plane was shared with another squadron). In the nearly 40 strikes in which the squadron escorted bombers, not one plane was lost to enemy aircraft.



Lt. Comdr. Blackburn

• Because of a lower attrition rate than had been originally anticipated, the Navy has revised its flight training program to emphasize quality of pilots produced, rather than quantity. Prospective naval aviators will now be required to spend three college terms in the V-12 program before entering the course in aviation training. Preliminary ground-school phases of the aviation training program will be concentrated in four pre-flight schools and that phase of the program known as "flight preparatory training" will be eliminated. The change will not result in an actual release of large numbers of personnel to other duty.

• Personnel of the Navy Department in Washington, D. C., were commended last month by Norman H. Davis, national chairman of the American Red Cross, for oversubscribing their quota in the annual Red Cross campaign. Thirty-two thousand persons, naval and civilian, contributed $181,000—$64,400 over the top. The Navy Department was the first large government unit to meet and exceed its quota.

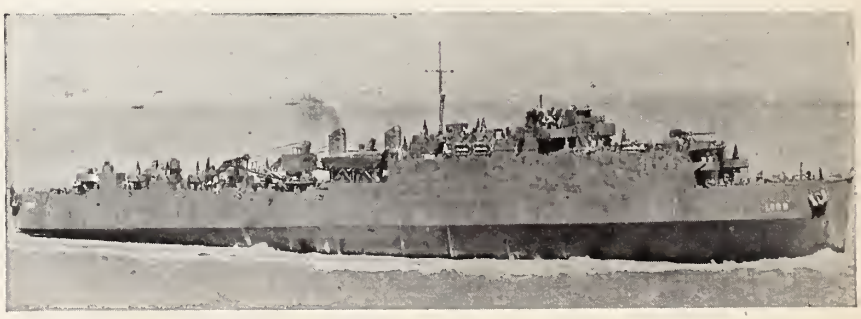
• Rear Admiral William R. Munroe, USN, was detached 1 April as commandant of the Seventh Naval District and Commander, Gulf Sea Frontier, to become commandant of the Third Naval District. He replaced Rear Admiral Edward J. Marquart, USN, who was placed on the retired list.

• The Naval Air Transport Service, Pacific Division, which adds another cargo and passenger stop every time the Japs lose another island, is now flying 320,000 miles a week. This is equivalent to nearly 10 trips a day between San Francisco and Tokyo, which the Navy airline plans as its last stop. More than 5,500 passengers are carried monthly by the division, but its principal cargo is freight. In December NATSPAC was operating more than 3,450,000 ton-miles a month.

• Twelve officers of the Women's Reserve will be trained for duty as air combat information officers, and upon successful completion of the two-month course at the Air Combat Information Training School, Quonset Point, R. I., will release male officers at the seven air combat information centers in the U. S. for duty at sea or overseas. Most of the candidates for this highly specialized training will be selected from among officers already on duty.

• Navy war casualties arriving in this country from the Pacific are being transferred to inland hospitals in quick, comfortable trips aboard NATS "flying ambulances." One of the first flights transferred 14 patients from the Mare Island Naval Hospital at Mare Island, Calif., to the U. S. Public Health Hospital at Fort Worth, Tex. Only one landing was necessary, at Tucson, Ariz., for gasoline. After a flight of eight hours and five minutes, the patients were being transferred to waiting ambulances in Fort Worth. Within 20 minutes the transport plane was converted back into an aerial boxcar to carry a load of westbound cargo.

• From an atoll and island commander in the Pacific came another story about the incredible feats of the Sea-



Official U. S. Navy photographs

IT CAN NOW BE SHOWN: This is the 450-foot, ocean-going LSD (Landing Ship, Dock), one of the largest vessels in the Navy's fast-growing amphibious fleet. Its job is to serve as a floating dock.



Official U. S. Navy photograph

TESTING: Mirroring the glare thrown by a blast of a 5-inch gun, the armor plate target throws up a beacon of light as it repels the projectile in tests at the Dahlgren, Va., Naval Ordnance Proving Ground.

bees: Just 10 days after the assault forces landed, they had already hacked an airstrip out of the wildest jungle so well that a visiting officer remarked: "Well, the Japs left this strip in pretty good condition. You people are lucky."

• By using live coral to hard-surface runways, the Navy's Civil Engineer Corps is building island airfields far superior to those the Japanese are constructing. Officers directing the Seabees' work discovered that living coral possesses a natural putty-like quality. The Japanese use the same type of coral from South Pacific atolls, but it is dead, and airstrips captured from them won't stand the weight of our heavier bombers. Since fresh water kills the live coral, our airstrips must be maintained with frequent applications of salt water.

• Eighteen overseas training aids sections have been established, with officer specialists and a full supply of training equipment available for use by personnel of the fleets. These units are organized to provide elementary, intermediate and advance training in almost any naval subject. As a rule, the units are established at bases where ships put in for refueling or repair. The training may be anything from a single film to a regular course of several weeks' duration. The most popular subjects are lookout training, damage control, first aid, gunnery, seamanship, navigation, communications, recognition, engineering, tactics and many phases of amphibious operations. There are eight training aids sections in England, two in Africa, one each in Recife, Brazil; San Juan, P. R.; Cristobal, C. Z.; Adak, Alaska; Australia, Pearl Harbor, Midway Island and Espiritu Santo, New Hebrides.

The Home Front

On 6 April the Office of War Information announced that the Army had reached its peak strength of 7,700,000. The Navy, it added, needed only 400,000 more men to reach its goal of 3,600,000. These manpower developments brought a change in Selective Service demands which resulted in an indefinite delay in induction for all men over 26 and particularly eased pressure on pre-Pearl Harbor fathers. Draft boards are increasingly strict on deferments for men under 26, regardless of jobs.

* * *

Hope that gasoline rationing would be relaxed in the East, which followed news that 58,000,000 barrels of gasoline were taxing storage facilities, was soon dampened by Secretary Ickes' statement that no changes are planned and that the greatest military demands upon gasoline reserves are yet to be made. Shipments into the eastern area are now running to 1,800,000 barrels daily. Normal demand before the war was about 1,500,000 barrels daily.

* * *

Manufacture of shoes for civilians was cut from 360,000,000 pairs yearly to 314,000,000 pairs. The cut of 46 million pairs was ordered because the supply of available hides is shrinking. Also, the civilian allotment of leather for half soles was cut from 150,000,000 to 135,000,000. Everybody was warned to patch up old shoes as often as possible.

* * *

The War Production Board specifically forbade the use of manila rope for hanging persons. The shortage of manila brought new restrictions which stated that "rope used to carry out the death sentence of a court" must be of agave or Mexican fiber. Cotton rope will replace manila for virtually all commercial purposes.

* * *

The Foreign Economic Administration released figures showing that from March 1941 to January 1944, the United States sent 23,000 tanks and 750,000 other vehicles to our Allies through lend-lease.

* * *

Another baseball season got under way 18 April with nobody willing to predict ultimate winners or even wager that the season would come to a normal close. All teams had their share of 1-A players as well as 4-Fs, discharged veterans, men over 38, and a sprinkling of boys too young for calls to the service. On one thing everybody was agreed: anything can happen and anybody can win. Also, any one of the teams which are starting the season can be a brand new team before October rolls around.

* * *

Aircraft production in March set an all-time monthly record, the Office of War Information disclosed. A total of 9,118 planes of all types rolled off the assembly lines. Of these, 86.5% were bombers, fighters and transports. With delivery of 152 ships during the month, the Maritime Commission said shipyards had constructed 410 ships, totaling 4,115,951 tons, during the first quarter of 1944.

* * *

The Lockheed *Constellation*, new 40-ton airliner with a wingspread of 123 feet and three rudders, on 17 April crossed the continent from Burbank, Calif., to Washington, D.C., in 6 hours and 58 minutes. Howard Hughes, plane manufacture and movie producer who in 1937 flew a specially designed plane across the country in 7 hours and 28 minutes for the previous record, was at the controls of the new sky giant. The *Constellation* carried 17 passengers and has luxury accommodations for 40 more. As a troop transport it could carry 100 men.

THE WAR AT SEA

Official Reports: 21 March Through 20 April

United States Navy Communiques and Pertinent Excerpts of Other Reports

United States Navy communiques and press releases are separated by dashes from excerpts of other communiques.

All dates local time unless otherwise indicated.

21 MARCH

Navy Department Communique No. 512

Pacific and Far East

U. S. submarines have reported the sinking of 15 vessels in operations against the enemy in these waters, as follows:

One large transport, one medium transport, one large tanker, nine medium freighters, two small freighters, one medium tanker.

These actions have not been announced in any previous Navy Department communique.

U. S. Pacific Fleet Press Release

Four enemy positions in the Marshall Islands were bombed by Army, Navy and Marine aircraft on 19 March. Thirty tons of bombs were dropped. On one atoll an ammunition dump exploded and fires and explosions were observed on others. All our planes returned.

CAIRO, *Middle East Air*—Beaufighters sank two supply vessels at Paros Island 19-20 March and attacked shipping at Nazos and Nios . . . A merchant ship in convoy off Candia, Crete, was hit 17 March. Despite poor weather, sweeps against enemy shipping have been maintained for the past week.

LONDON, *Admiralty*—Further successful attacks on Japanese shipping have been reported by His Majesty's submarines operating in Far Eastern waters. During recent patrols seven ships were sunk. In addition, one supply ship of large size and one of medium size were torpedoed and severely damaged. A smaller vessel was set afire and driven ashore.

Off the east coast of Sumatra one of His Majesty's submarines fought a brisk gun action with a large river steamer, scoring more than 20 hits on the enemy vessel which was left burning and sinking. Another submarine attacked an escorted convoy in the Strait of Malacca and obtained two hits on a medium-sized vessel.

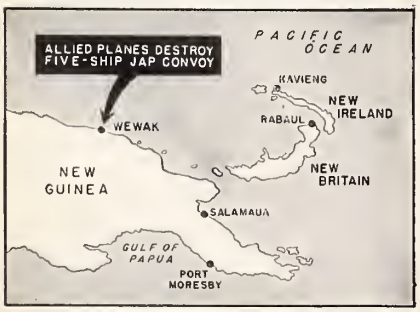
ALLIED HEADQUARTERS IN THE SOUTHWEST PACIFIC—*Admiralty Islands:* Our light naval units shelled Rambutyo Island, and destroyers bombarded enemy hideouts . . . *Wewak:* We have destroyed another enemy convoy off New Guinea. Two enemy transports, of 6,000 and 4,000 tons respectively, escorted by three corvettes, were sunk by our air force. Many hundreds of enemy troops were lost. Coordinated with this attack our naval units at night shelled Kairuru and Mushu, sinking many small craft and starting fires visible for 30 miles.

22 MARCH

Navy Department Communique No. 513

The submarine USS *Scorpion* is overdue from patrol and must be presumed to be lost.

The next of kin of casualties in the *Scorpion* have been so notified.



See communique of 21 March.

U. S. Pacific Fleet Press Release

Army, Navy and Marine aircraft bombed four enemy positions in the Marshall Islands 20 March (West Longitude date). A heavy explosion was observed on one of the objectives and lesser damage on others. All our planes returned safely.

CHUNGKING, *14th USAAF*—On 18 March fighter-bombers over French Indo-China sank two 800-ton cargo vessels and damaged two more. A 1,000-ton steel vessel was sunk at Campha Port. A 1,000-ton and a 750-ton cargo ship were left smoking in Tonkin Gulf.

ALLIED HEADQUARTERS IN THE SOUTHWEST PACIFIC—*St. Matthias Group:* Our ground forces, supported by strong naval and air elements, have seized a portion of the St. Matthias group north of Kavieng. This completes isolation of all enemy units in the Bismarck Archipelago and places us in bombing range of Truk . . . *Kavieng:* Our naval units bombarded shore positions for three and a half hours, pouring in 1,000 tons of shells. Whole sections of the town were completely destroyed and ammunition dumps exploded . . . *Open Bay:* Six enemy barges were destroyed . . . *Bougainville:* Our air and naval units destroyed two barges.

23 MARCH

U. S. Pacific Fleet Press Release

Army and Navy bombers struck Ponape and Kusaie 21 March (West Longitude date). Fires were started among warehouses and barracks. Army, Navy and Marine planes bombed four enemy atolls in the Marshalls. An ammunition dump was exploded at one base. Seventy tons of bombs were dropped in these operations. All our planes returned.

ALLIED HEADQUARTERS IN THE SOUTHWEST PACIFIC—*Aitape area:* Our air patrols sank an enemy destroyer and two cargo ships of 1,000 and 1,500 tons . . . *Ubili:* Our fighters destroyed or damaged two fighters.

24 MARCH

Navy Department Communique No. 514

Pacific and Far East

U. S. submarines have reported the sinking of 11 vessels as a result of operations against the enemy in these waters as follows:

One converted minelayer, two small freighters, three medium-sized transports, one medium-sized tanker, three medium-sized freighters, one large tanker.

These sinkings have not been reported in any previous Navy Department communique.

U. S. Pacific Fleet Press Release

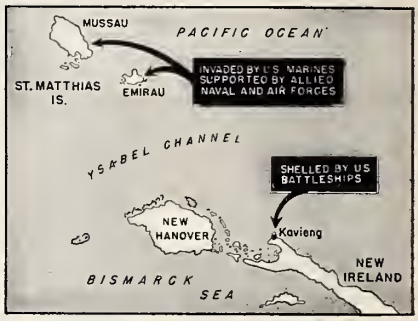
Thirty-three tons of bombs were dropped on four enemy positions in the Marshalls by Army, Navy and Marine aircraft 22 March (West Longitude date). On 21 March Navy planes bombed Ant Island. A large fire was set on one of the Marshall atolls and installations hit on another.

MOSCOW, *Russian broadcast*—Air reconnaissance of the Red Banner Baltic Fleet in the Gulf of Finland discovered two groups of enemy ships. Two 2,000-ton transports, a patrol ship and a patrol pontoon were sunk. The patrol ship was sunk by an airman who steered his plane at the ship and struck it.

25 MARCH

U. S. Pacific Fleet Press Release

Seventh AAF Liberators bombed Wake Island 23 March (West Longitude date). Petroleum storage tanks and barracks were hit. Antiaircraft fire was intense. Army, Navy and Marine aircraft bombed four enemy positions in the Marshalls. Army bombers hit Ponape on 22 and 23 March. Ant Island was bombed 23 March. Approximately 115 tons of bombs were dropped in these operations. All of our planes returned.



See communique of 22 March.

Navy Department Press Release

A medium-sized U. S. merchant vessel was torpedoed and sunk by an enemy submarine in January in the Arabian Sea. All members of the crew were rescued and survivors have been landed at Boston, Mass.

A German submarine was recently sunk in the Mediterranean after a ceaseless pounding by gunfire and depth charges by two U. S. destroyers. It was twilight when the battle first started and night settled down as it continued. As soon as the destroyer's searchlight picked out the U-boat the German opened fire. The gunfire from the destroyers was so effective that the submarine was quickly in dire difficulty and the destroyers abandoned plans to ram it. The sub settled until it was vertical and then sank stern first.

BERLIN, *Nazi broadcast*—"German U-boats recently sank 46,000 tons of merchant shipping and five destroyers and escort vessels in the North Atlantic and Mediterranean. Two British torpedo boats were destroyed in the British Channel and two more so heavily damaged that their loss must be assumed."

ALLIED HEADQUARTERS IN THE SOUTHWEST PACIFIC—*Wewak:* Our heavy units at night sank a 500-ton cargo vessel . . . *Hansa Bay:* Naval units attacked Bogia and coastal targets . . . *Madang coast:* Medium units attacked barges and bivouac areas.

26 MARCH

U. S. Pacific Fleet Press Release

Liberator bombers of the 11th AAF bombed Paramushiru and Onnekotan Islands in the Kuriles and Fleet Air Wing 4 bombed Shimushu 25 March (West Longitude date). One of our planes was lost. On 24 March Navy planes sank two cargo vessels near Ponape and the 7th AAF bombed Ponape. On the same day Army, Navy and Marine aircraft bombed and strafed three enemy-held positions in the Marshalls. All our planes returned.

NAPLES, *Allied Navy*—Enemy strong points in the Anzio area were shelled by a British destroyer 24 March. The same night another British destroyer engaged an E-boat with gunfire and finally sank it by ramming.

27 MARCH

U. S. Pacific Fleet Press Release

Army and Marine aircraft bombed Ponape 25 March (West Longitude date). They were intercepted by 15 Zeros. Four Zeros were shot down and one probably shot down. Corsair fighters strafed the runways. Intense antiaircraft was en-

countered. Ujelang Atoll was also strafed. On the same day Army, Navy and Marine aircraft struck four enemy-held bases in the Marshalls. All our planes returned from all these operations.

CHUNGKING, *14th USAAF* — Mitchell bombers attacked shipping and harbor installations at Hainan Island. Complete reports indicate one 1,200-ton and one 1,000-ton enemy vessel were sunk. Our aircraft received minor damage from small-arms fire.

28 MARCH

U. S. Pacific Fleet Press Release

Army and Marine aircraft bombed Ponape 26 March (West Longitude date). Nine of 15 intercepting Zeros were shot down by our fighters and three probably shot down. The town and military installations were heavily hit. Antiaircraft fire was intense.

Navy search planes strafed a vessel near Ujelang and bombed Kusaie and Pingelap. On the same day Army, Navy and Marine aircraft raided three enemy positions in the Marshalls.

29 MARCH

U. S. Pacific Fleet Press Release

Army, Navy and Marine bombers and fighters struck four enemy positions in the Marshalls 27 March (West Longitude date). Meager antiaircraft fire was encountered. None of our planes was shot down. On the same day a Navy search plane dropped bombs on Pakin Island.

LONDON, *Admiralty* — On an offensive sweep near Fjmuiden on the Netherlands coast this morning, Royal Navy light coastal forces attacked an enemy convoy under an escort of R-boats. During the action which followed several R-boats were damaged. All His Majesty's ships returned safely to harbor.

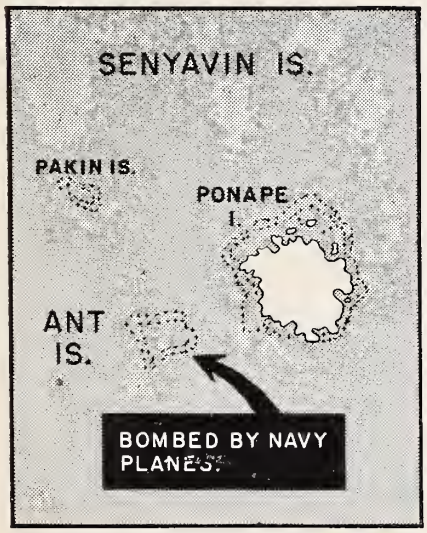
Other coastal forces penetrated to within two miles of Dieppe and attacked a convoy of three small ships with a medium-sized escort vessel and four R-boats. In the course of this action one R-boat was extensively damaged and a heavy explosion was later heard coming from the direction of the convoy. All His Majesty's ships returned safely.

30 MARCH

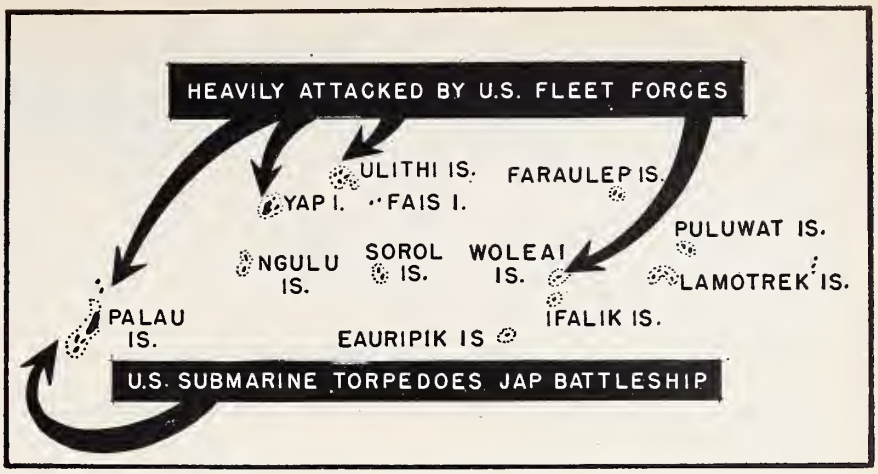
U. S. Pacific Fleet Communique

Strong fleet forces at dawn Wednesday, 29 March (West Longitude date), initiated heavy attacks on the Japanese-held Palau Islands. After discovery of approach of our forces by enemy planes searching from their bases in the Carolines and New Guinea, their ships were observed fleeing the area before our units could reach attack positions. Our attacks continue. No further details are as yet available.

(Editor's Note: Secretary Knox later revealed that the first "incomplete" report from Admiral Nimitz showed that every Japanese ship anchored at Palau, Woleai and Yap was either sunk or damaged by our forces. Three other Japanese ships were sunk while attempting to flee. Our losses were eight fighter planes, eight torpedo bombers and 11 bombers. The attack on the Palau Islands started 30 March and was concluded 1 April.)



See communiques of 24 March.



See communiques of 30 March and 7 April.

U. S. Pacific Fleet Press Release

Liberators of the 7th AAF bombed Eten and Moen islands in the Truk Atoll 29 March (West Longitude date). Fires were started. Intense antiaircraft fire was encountered. Ponape was bombed by a Navy search plane. Fires were started in the hangar area. Marine aircraft hit buildings and gun positions on Ujeland Island. Forty-five tons of bombs were dropped on enemy positions in the Marshalls by Army and Marine aircraft. Oil storage tanks were fired and runways damaged.

31 MARCH

Navy Department Communique No. 515

As a result of operations in the Mediterranean theater during the period 22 January 1944 to this date, the following ship losses were sustained due to a variety of causes:

One motor minesweeper (*YMS-30*), one large minesweeeper (*AM-106*), eight landing craft and one harbor tug (*YT-198*).

The next of kin of casualties of the above vessels have been notified.

U. S. Pacific Fleet Press Release

Seventh Army Air Force Liberators bombed Dublon, Param, Uman, Fefan and Moen in Truk Atoll on 29 March (West Longitude date). Another Liberator bombed Ponape. On the same day Army, Navy and Marine aircraft bombed four enemy bases in the Marshalls. All our planes returned from all these operations.

ALLIED HEADQUARTERS IN THE SOUTHWEST PACIFIC—*Open Bay:* Two of our PT-boats operating far forward against enemy barge traffic were sunk by air attack. Preliminary reports indicate that friendly planes may have attacked them mistakenly . . . *Wewak:* One lugger was sunk and others damaged as 95 tons of bombs were dropped on harbor and bivouac areas . . . *Bougainville:* During a previous bombardment one of our PT-boats close inshore was hit by a shell, probably from one of our own destroyers, and sunk. Four men were reported lost.

Caroline Islands: Our medium units at night bombed the airdrome at Woleai (38 miles south of Guam). Two large fires were started with intermittent explosions continuing one-half hour.

BERLIN, *Nazi broadcast* — "German U-boats sank four ships totaling 23,000 tons in the Atlantic and Indian Oceans. Moreover, they shot down two enemy bombers."

1 APRIL

U. S. Pacific Fleet Press Release

Liberator bombers of the 7th AAF bombed Dublon, Moen and Eten islands in Truk Atoll on 30 March (West Longitude date). On Moen, hits were made on the airstrip and barracks area. Several delayed explosions were observed. Two enemy planes intercepted our bombers but all returned.

Three enemy positions in the Marshalls were bombed and strafed by the 7th AAF planes and Marine aircraft. A Marine Dauntless bomber was shot down by antiaircraft and its crew rescued by one of our destroyers.

ALLIED HEADQUARTERS IN THE SOUTHWEST PACIFIC—*New Ireland:* Our fighters attacked a 2,000-ton vessel at Simberi and forced it to be beached . . . *Wewak:* We lost a PT-boat by shore fire during a recent attack on barge traffic.

Caroline Islands—Truk: Our Solomons-based heavy units at dawn bombed fuel and storage areas at Dublon Island, causing large fires with smoke rising 8,000 feet . . . *Woleai:* Our heavy and medium units at night bombed the airdrome at Woleai and enemy installations at Eauripik Island, 60 miles to the southwest

BERLIN, *Nazi broadcast*—"In the fight against British and American shipping, the German Navy and Luftwaffe sank 29 merchant ships totaling 156,000 tons during March. Another 11 ships totaling 176,000 tons were damaged. In attacks on enemy warships, 22 destroyers and escort ships, two submarines and 12 motor torpedo boats were sunk. Four destroyers and 15 torpedo boats were damaged."

2 APRIL

U. S. Pacific Fleet Press Release

Dublon, in the Truk Atoll, was bombed by Liberators of the 7th AAF on 31 March (West Longitude date). Two enemy fighters were in the air but did not press home the attack. Medium antiaircraft was encountered which did no damage to our planes.

Mitchell medium bombers of the 7th AAF, accompanied by 4th Marine Aircraft Wing fighters, bombed Ponape. In a separate strike a single Liberator also bombed the island. Marine and Army aircraft also bombed three enemy positions in the Marshalls. Antiaircraft positions, gasoline storage dumps and an ammunition dump were struck.

3 APRIL

U. S. Pacific Fleet Press Release

Eleven atolls in the Marshall Islands have been reconnoitered by our air force and U. S. sovereignty established thereon subsequent to the occupation of Kwajalein, Eniwetok, and Majuro atolls. They are Wotho, Ujaie, Lae, Lib, Namu, Ailinglapalap, Namorik, Ebon, Kili, Arno and Bikini.

Most of these atolls were taken without resistance. Light opposition on others was quickly overcome. We took some prisoners.

Seventh Army Air Force Liberators bombed Dublon in Truk on 1 April (West Longitude date). Three fighters which attempted interception caused no damage to our planes. On the same day Army and Marine aircraft bombed Ponape. In the Marshalls, four enemy-held atolls were bombed by Army, Navy and Marine aircraft.

LONDON, *Admiralty*—Naval aircraft have carried out a successful bombing attack on the German battleship *Tirpitz* in Alten Fjord, northern Norway. Several hits were obtained.

NAPLES, *Navy*—During recent operations in the Adriatic light forces of the French Navy encountered a convoy of enemy vessels. After a sharp encounter the convoy and its escort were entirely destroyed. The French forces withdrew without damage or casualties.

4 APRIL

Navy Department Communique No. 516

Pacific and Far East

U. S. submarines have reported the sinking of 14 vessels as a result of operations against the enemy in these waters as follows:

Two medium tankers, 11 medium cargo vessels, one small cargo vessel.

These actions have not been announced in any previous Navy Department communique.

U. S. Pacific Fleet Press Release

Dublon and Eten in Truk were bombed on the night of 2 April (West Longitude date) by Liberators of the 7th AAF. Three enemy fighters attempted interception but none of our planes were hit. On the same day 7th AAF Mitchells bombed and strafed the airfields at Ponape. In the Marshalls, three enemy positions were hombed and strafed by Army, Navy and Marine aircraft. Runways were hit and a small ship and dock were set afire.

LONDON, *Admiralty*—While engaged on escort duty in the North Atlantic recently the frigate *Waskesiu* destroyed a U-boat trying to attack a valuable convoy. The frigate forced the submarine to the surface, with depth charges and then illuminated the damaged craft with a star shell.

The frigate then opened fire in company with the frigate *Nene*. Hits were scored which prevented the German crew from manning the deck guns and a few minutes later the craft sank stern first. Nineteen survivors were picked up and made prisoners.

CAIRO, *Middle East Air*—Several attacks have been made on enemy shipping in the Acgean Sea in the past few days. Beaufighters scored numerous strikes on a supply vessel off southern Greece and left it smoking. Another ship attacked off Naxos blew up in flames. Marauders bombed Leros shipping yesterday.

5 APRIL

U. S. Pacific Fleet Press Release

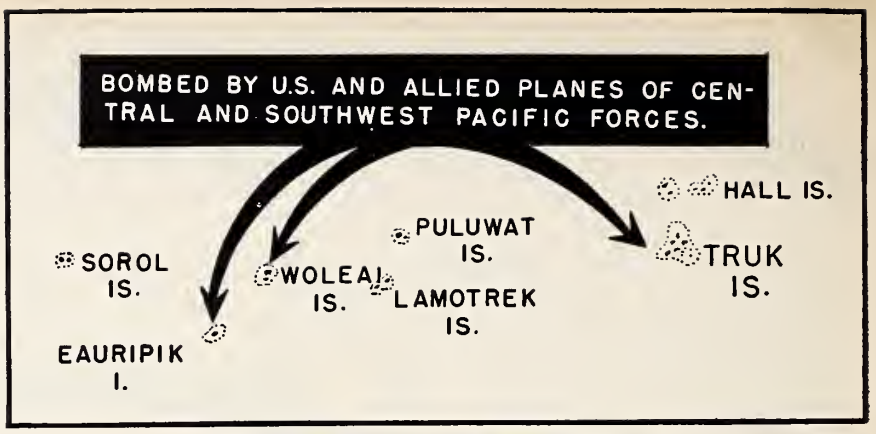
Ponape was bombed from low level by 7th AAF planes on 3 April (West Longitude date). Moderate antiaircraft fire damaged three of our planes. Sixty tons of bombs were dropped on enemy positions in thc Marshalls by Army, Navy and Marine aircraft. Runways were hit, fires started and other hits were scored among groups of motorized vehicles. Two Navy search planes bombed and sank a vessel docked at Wake Island. All of our planes returned from these operations.

ALLIED HEADQUARTERS IN THE SOUTHWEST PACIFIC—*Admiralty Islands:* Our troops have landed on Rambuyto without opposition . . . *Open Bay:* Our light naval units at night sank two enemy barges and captured a third . . . *Caroline Islands:* Preceded by a heavy dawn raid our Solomons-based heavy aircraft at midday dropped 46 tons of bombs on warehouse and waterfront installations at Dublon, in Truk Atoll. Large fires were started. In a running battle with 60 enemy fighters, seven were destroyed and two probably destroyed. Five of our planes failed to return.

LONDON, *Admiralty*—Further reports have been received on the successful attack by our naval planes against the German battleship *Tirpitz* in Alten Fjord, Norway. Aircraft carriers supported by other units of the Home Fleet approached and two forces of aircraft were flown to attack, covered by fighter planes. The first strike caught the *Tirpitz* apparently as she was about to move anchorage. Hits were obtained with heavy and medium bombs. The enemy attempted to screen the *Tirpitz* with smoke but nevertheless hits were obtained during the second attack and heavy explosions were observed on the forecastle.

Antiaircraft fire from the *Tirpitz* and from shore batteries was encountered but, by the time of the last attack, had been silenced. Of all the aircraft which took part, only three bombers and one fighter were lost.

MOSCOW, *Russian broadcast*—In the western sector of the Gulf of Narva, planes of the Red Banner Fleet discovered enemy minesweepers, invasion barges and patrol cutters. Several blows were struck on this fleet. One invasion barge and two cutters were sunk. Thirteen planes were shot down in fierce air fighting.



See communiques of 30 March-6 April.

6 APRIL

U. S. Pacific Fleet Press Release

Four enemy-held atolls in the Marshalls were bombed and strafed by Army, Navy and Marine aircraft on 4 April (West Longitude date). A Corsair fighter was shot down near Wotje and its pilot rescued by a destroyer. Shore batteries opened fire on the destroyer, scoring two hits which did minor damage.

Moen and Dublon Islands in Truk were bombed on the night of 3-4 April by 7th AAF Liberators. On Dublon, bombs were dropped on oil storage tanks, and several fires were set on Moen. One of six enemy fighters was shot down and one probably shot down. Two of our planes are missing. A Navy search plane bombed and probably sank a ship near Moen. Ponape was raided by Army and Marine aircraft.

ALLIED HEADQUARTERS IN THE SOUTHWEST PACIFIC—*Caroline Islands:* Later reports on our attack on Truk 2 April credit our bombers with destroying an additional 18 fighters . . . *Bougainville:* Our air patrols strafed five enemy barges off Motupena Point, sinking one . . . *Kavieng:* Our Solomons night air patrols bombed Kavieng and Panapai airdromes and strafed enemy targets. One barge was destroyed.

7 APRIL

U. S. Pacific Fleet Communique

Supplementing Pacific Ocean Area Communique 41 [*see 30 March*], the following information is now available concerning operations of the Pacific Fleet forces under the command of Admiral Raymond A. Spruance, USN, against enemy installations and fortifications in the western Carolinas.

The Palau Islands were attacked on 29 and 30 March (West Longitude date), Yap and Ulithi Islands on 30 March and Woleai Island on 31 March by planes from carrier task forces commanded by Vice Admiral Marc A. Mitscher, USN. Damage to enemy surface ships at Palau included:

Sunk: Two destroyers, one unidentified combat ship, two large cargo vessels, six medium cargo vessels, three large oilers, one medium oiler, one patrol boat.

Damaged: one destroyer.

Beached and burning: One large repair ship, one medium oiler, two small oilers, one small cargo vessel.

Burning: two small cargo vessels.

Beached and damaged: one large cargo vessel, two medium cargo vessels, five small cargo vessels.

Beached: one small cargo vessel.

Ground installations destroyed at Palau: Forty buildings at Arakabesan; at seaplane base, four hangars and small buildings; at Malakal, more than 20 warehouses destroyed and extensive damage to docks and numerous large fires; at Korror, warehouses, dumps and hangars destroyed; at Angaur, phosphate plant damaged; at Babelthuap, the dock damaged.

Enemy aircraft casualties at Palau were: Destroyed, airborne, 93; destroyed on ground or water, 39; probably destroyed or damaged, airborne, 29; probably destroyed or damaged on ground or water, 20.

At Ulithi several small vessels were sunk, the dock, radio station and other buildings damaged.

At Yap airdrome facilities and buildings in the settlement were damaged.

At Woleai seven planes were destroyed and five probably destroyed and extensive installations were damaged on Mariaon and Woleai Islands, including stores, dumps, buildings and small craft.

During the nights preceding and following our attacks on Palau, our carrier aircraft shot down 17 attacking enemy planes and four were shot down by ships' antiaircraft fire. Three small enemy craft also were sunk at sea by ships' gunfire.

During the night of 28 March (West Longitude date) one of our submarines torpedoed an enemy battleship of unidentified class departing from Palau under escort. Although she suffered considerable damage, she was able to escape at moderate speed under protection of her destroyer escort.

Our combat losses in these operations were 25 planes and 18 aircraft personnel. There was no damage to our surface ships.

U. S. Pacific Fleet Press Release

Forty-four tons of bombs were dropped on Wake Island by 7th Army Liberators on the night of 5-6 April (West Longitude date). On the same day 7th AAF aircraft bombed Ponape. Four enemy positions in the Marshalls were bombed and strafed by Army and Marine aircraft.

NAPLES, *Navy*—Naval forces were active on the eastern side of the Adriatic. Light coastal forces engaged in hunting small enemy vessels loaded with arms and supplies near the Dalmatian Islands in the last few nights captured three schooners with their cargoes and made prisoners of the crews.

ALLIED HEADQUARTERS IN THE SOUTHWEST PACIFIC—*Hollandia:* Our heavy and medium attack planes struck the township and waterfont dump areas with 320 tons of bombs and a quarter of a million rounds of ammunition. Many buildings and gun positions were destroyed. Flames rose 15,000 feet.

8 APRIL

U. S. Pacific Fleet Press Release

Ponape Island was bombed by Mitchells of the 7th AAF 6 April (West Longitude date). Airfields and bauxite works were hit. Antiaircraft was moderate. Three enemy positions in the Marshalls were bombed and strafed by Army, Navy and Marine aircraft. At one objective an ammunition storage dump was strafed. All our planes returned.

CHUNGKING, *Lt. Gen. Joseph W. Stillwell's headquarters*—Mitchells of the 14th AAF on 7 April on a sea sweep of Tongking Gulf attacked and slightly damaged two 1,200-ton enemy freighters.

NAPLES, *Navy*—British and American light naval forces sank an enemy E-boat

between Leghorn and Elba after a spirited engagement. An enemy flak ship also was blown up. On the same night an enemy schooner loaded with foodstuffs was captured and the crew made prisoner.

LONDON, *Air ministry*—Yesterday afternoon Beaufighters of the Coastal Command attacked an enemy convoy off the Norwegian coast. A large merchant ship was hit by a torpedo and several smaller ships were damaged by cannon fire.

9 APRIL

U. S. Pacific Fleet Press Release

Operations to soften up Truk continued. Moen and Dublon Islands in the Truk Atoll were bombed by 7th AAF planes on the night of 7 April (West Longitude date). At Moen the airstrip was hit and at Dublon wharves and fuel reservoirs were hit. Single Liberators from the same force hit Oroluk, Ponape and Ujelang. Army and Marine aircraft bombed and strafed Ponape 7 April.

Four enemy-held atolls in the Marshalls were bombed and strafed by Army, Navy and Marine aircraft. At one objective a large explosion was observed. Other fires and explosions were numerous. Antiaircraft fire ranged from moderate to meager.

NAPLES, *Navy*—On the coast of Dalmatia the enemy-held town of Bar and its harbor with other enemy positions at Ulcinj were shelled by light naval forces on the night of 6-7 April. On the same night farther north among the islands our naval forces captured an enemy schooner.

ALLIED HEADQUARTERS IN THE SOUTHWEST PACIFIC—*Truk:* Our Solomons-based bombers struck Dublon at night with 51 tons of explosives, causing fires and explosions which blanketed the area. Further reports on our 2 April attack bring the total of enemy planes destroyed to 38.

10 APRIL

U. S. Pacific Fleet Press Release

Mitchell bombers of the 7th AAF and Marine fighters struck Ponape on 8 April (West Longitude date). On the same day, 48 tons of bombs were dropped on four enemy positions in the Marshalls by Army, Navy and Marine aircraft. Runways were hit and fires started. Incendiary bombs were dropped on Oroluk by a search plane of Fleet Air Wing 2. All our planes returned.

CEYLON, *British Eastern Fleet*—Patrols recently carried out in the Indian Ocean by His Majesty's ships, naval aircraft and shore-based RAF planes resulted in the interception of two large blockade runners or supply ships. After being attacked, the enemy scuttled and abandoned both ships.

From one of these ships survivors were rescued and made prisoners, but operations to rescue survivors of the other were halted by the suspected presence of submarines in the area. These successes obtained against ships which were probably carrying valuable cargoes of oil or raw materials were achieved without damage or casualties to His Majesty's ships or aircraft.

CHUNGKING, *14th AAF*—Mitchells on a raid at the southern tip of Hainan Island attacked a number of small vessels and damaged a 1,000-ton freighter . . . Additional reports for 7 April state that our Liberators probably sank a 1,000-ton freighter in the China Sea and two large vessels off Hainan Island . . . Fighters on a coastal sweep strafed three large barges and several junks, leaving them burning.

11 APRIL

U. S. Pacific Fleet Press Release

Ailuk, Rongelap, Likiep, and Utirik atolls and Mejit Island in the Marshalls have been reconnoitered by our forces and U. S. sovereignty established thereon.

An airfield on Ponape was bombed by 7th AAF aircraft 9 April (West Longitude date). On the same day Army, Navy and Marine aircraft dropped 55 tons of bombs on four enemy positions in the Marshalls. Wharves, barracks, hangars, gun positions and airstrips were hit. One Navy scarch plane bombed Ulul Island and another strafed two small craft near Ponape.

NAPLES, *Navy*—It is reported that on 8 April a U. S. minesweeper on patrol off the Anzio beachhead shot down a JU-88. A U. S. destroyer in the same area bombarded enemy positions 9 April.

MOSCOW, *Russian broadcast* — Three groups of torpedo planes and bombers of the Black Sea Fleet discovered a caravan of enemy vessels at the approaches to the Danube. A 1,000-ton transport, a landing barge and another barge were sunk. An enemy landing barge was sunk by two torpedo cutters. Aircraft of the Red Banner Fleet sank a trawler and a cutter.

BERLIN, *Nazi broadcast* — "A British commando unit which landed on the west coast of Rhodes was annihilated to the last man."

ALLIED HEADQUARTERS IN THE SOUTHWEST PACIFIC—*New Britain:* The major portion of the island is now in our control. The enemy is in full retreat from central New Britain and is preparing final positions at Rabaul. Cape Hoskins and Gasmata have been abandoned . . . *Wewak:* A lugger, several barges and a coastal vessel were destroyed off But . . . *Hansa Bay:* Our air patrols damaged four barges . . . *Caroline Islands:* Our medium units at night bombed Woleai and enemy shipping to the northwest.

12 APRIL

U. S. Pacific Fleet Press Release

Liberators of the 11th AAF bombed Matsuwa and Onnekotan in the Kurile Islands on 10 April (West Longitude date).

Moen and Dublon in Truk were bombed by 7th AAF planes the same day. Fires were started and a large explosion observed. Six enemy planes were seen but only one attempted interception and did no damage. A single Liberator from this force bombed Ponape Island. Ponape was also bombed by other 7th AAF planes. Army, Navy and Marine aircraft bombed four enemy positions in the Marshalls.

ALLIED HEADQUARTERS IN THE SOUTHWEST PACIFIC—*Wewak:* A coastal vessel and a barge were destroyed . . . *Hansa Bay:* Our naval units bombarded Nubia, Awar and Condor areas . . . *Caroline Islands:* Our air patrols damaged two cargo ships of 9,000 tons and 2,000 tons at Woleai Island.

MOSCOW, *Russian broadcast*—North Fleet Air Arm planes located 13 enemy supply ships, 9 escort vessels and 2 destroyers in a port. Three supply ships, one escort vessel and one trawler were sunk. One more ship probably was sunk and two were damaged. Planes of the Black Sea Fleet Air Arm sank four enemy barges, four cutters and one torpedo boat.

13 APRIL

U. S. Pacific Fleet Press Releases

Planes of Fleet Air Wing 4 bombed Paramushiru and Shimushu in the Kuriles 11 April (West Longitude date). A bomber of the 11th AAF struck Matsuwa. A search plane of Fleet Air Wing 2 bombed a beached ship at Oroluk and another dropped incendiary bombs on Ponape.

Army and Marine bombers and fighters hit buildings, storage areas and small craft at Ponape. Army, Navy and Marine aircraft bombed and strafed three enemy positions in the Marshalls.

Search planes of Fleet Air Wing 4 bombed Paramushiru and Shimushu in the Kuriles 12 April (West Longitude date). Hits were obtained on airfields and fires started. Bombers of the 11th AAF bombed Shashikotan and Matsuwa Islands on the same day. All our planes returned.



See communiques of 3 and 5 April.

ALLIED HEADQUARTERS IN THE SOUTHWEST PACIFIC—*Caroline Islands:* Our air patrols attacked the Satawan airdrome and defenses in the Nomoi Atoll, 150 miles southeast of Truk . . . *Rabaul:* Fighters destroyed or damaged three barges . . . *Hansa Bay:* Our light naval units sank or damaged four barges at Neptune Point . . . *Bougainville:* Our naval units at night bombarded shore guns at Mamaganta.

14 APRIL

U.S. Pacific Fleet Press Release

Uman, Param, Dublon, Fefan and Moen in the Truk Atoll were bombed by 7th AAF Liberators on the night of 12 April (West Longitude date). Three airborne enemy planes did not attempt to intercept. Meager antiaircraft fire was encountered. Single planes from this force bombed Ponape and Ujelang.

Forty-five tons of bombs were dropped on four enemy positions in the Marshalls by Army, Navy and Marine aircraft. Hits were obtained on docks, warehouses, barracks and other buildings. A gun position was strafed and a large ammunition dump exploded.

ALLIED HEADQUARTERS IN THE SOUTHWEST PACIFIC—*Caroline Islands:* Our Solomons-based bombers at night bombed the warehouse area at Dublon. Other patrols bombed the airdrome in Puluwat Atoll, 200 miles to the west . . . *Ubili:* Our light naval units destroyed four barges at Ulamona and shelled coastal targets.

MOSCOW, *Russian broadcast* — Ships of the fleet sank a 3,000-ton transport, and Soviet aircraft sank three landing barges carrying infantry. In the open sea our aircraft attacked a strongly escorted transport and left it burning fiercely.

15 APRIL

U.S. Pacific Fleet Press Release

Eniwetok Atoll was attacked by enemy bombers before dawn 14 April (West Longitude date). Night fighters of the 4th Marine Aircraft Wing intercepted and shot down two planes and probably another. All bombs landed in the water. Venturas from Fleet Air Wing 4 bombed Paramushiru and Shimushu in the Kuriles on the night of 13-14 April. Liberators of the 11th AAF bombed Onekotan and Paramushiru the same night.

LONDON, *Admiralty*—The Board of Admiralty regrets to announce that the destroyer HMS *Laforey* has been lost.

16 APRIL

U.S. Pacific Fleet Press Release

Liberators of the 11th AAF raided Matsuwa in the Kuriles on the night of 14 April (West Longitude date). Oroluk, Nauru, Pakin and Ulul islands were bombed by single search planes of Fleet Air Wing 2 on the same date. Airfields on Ponape were bombed by 7th AAF Mitchells the same day. A tanker was sunk and its escorts beached near Ant Island.

Army, Navy and Marine aircraft dropped 46 tons of bombs on four enemy positions in the Marshalls. Hits were obtained on gun positions and barracks.

U.S. Pacific Fleet Press Release

17 APRIL

Liberators of the 7th AAF dropped 38 tons of bombs on Dublon, Fefan and Moen Islands in Truk Atoll before dawn 16 April (West Longitude date). Fires and explosions were observed. One airborne enemy plane did not attempt interception. Two Liberators from this force bombed Ponape.

Pakin, Ulul and Ant Island were bombed by single search planes of Fleet Air Wing 2 on 15 April (West Longitude date). Army, Navy and Marine bombers and fighters bombed and strafed enemy positions in the Marshalls.

CAIRO, *Middle East Air*—Attacks on enemy shipping continue in the Aegean and southern Greece areas. Beaufighters sank a ship in Koroni harbor after scoring many cannon strikes. Another supply ship heeled over after attack. Shipping was also attacked in Nios and St. Nikolo harbors.

ALLIED HEADQUARTERS IN THE SOUTHWEST PACIFIC—*Truk:* Our Solomons-based heavy units struck Eten, Parama and adjacent islands, dropping 27 tons of bombs. A small vessel was damaged at Puluwat

Island and Alet Island installations were hit . . . *New Britain:* Five harbor craft were destroyed in Keravia Bay . . . *Bougainville:* Our naval forces attacked barges and targets at night.

18 APRIL

Navy Department Communique No. 517

Pacific and Far East

U. S. submarines have reported sinking 15 vessels as a result of operations against the enemy in these waters, as follows.

One large tanker, two medium tankers, one medium naval auxiliary (repair ship), seven medium cargo vessels, two medium cargo-passenger vessels, one small cargo-passenger vessel, one small cargo vessel.

These actions have not been announced in any previous Navy Department communique.

U. S. Pacific Fleet Press Release

Pingelap Island was strafed and Ant Island, Ulul and Pakin bombed by a single search plane of Fleet Air Wing 2 on 16 April (West Longitude date). On the same day 45 tons of bombs were dropped on enemy positions in the Marshalls by Army, Navy and Marine aircraft. Gun positions, barracks and buildings were hit.

ALLIED HEADQUARTERS IN THE SOUTHWEST PACIFIC—*Truk:* Our Solomons air patrols on successive nights bombed Dublon, causing fires and large explosions... *Timor:* At Roti Island our long-range fighters destroyed three coastal vessels... *New Ireland:* A small craft was destroyed at Namatanai.

19 APRIL

U. S. Pacific Fleet Press Release

Mitchell bombers of the 7th AAF bombed an airfield at Ponape Island on 17 April (West Longitude date).

On the same day 42 tons of bombs were dropped on enemy objectives on the Marshall Islands by Mitchell bombers of the 7th AAF, Ventura search planes of Fleet Air Wing 2, Dauntless dive bombers and Corsair fighters of the 4th Marine Aircraft Wing and Navy Hellcat fighters. Gun positions and buildings were hit. A large fire was started at one objective. The pilot and gunner of a dive bomber forced down by engine trouble were rescued by one of our destroyers.

Single search planes of Fleet Air Wing 2 bombed Pakin and Ulul Islands on 17 April.

20 APRIL

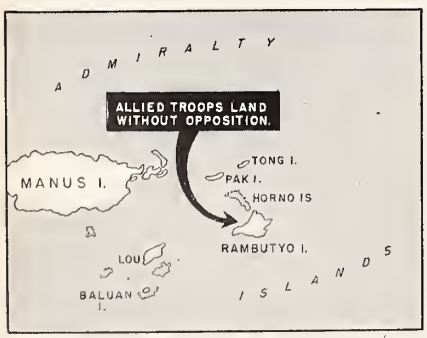
Pacific Fleet Press Releases

Forty-six tons of bombs were dropped on Moen and Dublon Islands in the Truk Atoll by 7th AAF Liberators on the night of 18-19 April (West Longitude date). Three enemy planes were in the air but did not attempt interception. Large fires were started at Dublon town and several explosions were observed. At Moen the airstrip and barracks were hit. Antiaircraft fire was meager.

On the night of 18 April a search Liberator of Fleet Air Wing 2 obtained a direct hit on a medium cargo vessel south of Fefan Island in the Truk Atoll.

Ponape Island was bombed by 7th AAF Liberators on the night of 18-19 April. Several fires were started. Ponape was also bombed by Mitchell bombers of the 7th AAF and by a single search plane of Fleet Air Wing 2 on 18 April.

A single Liberator bombed runways at Wake Island on 18 April. Antiaircraft fire was intense.



See communiques of 5 April.

On the same day 40 tons of bombs were dropped on enemy positions in the Marshall Islands by Dauntless dive-bombers and Corsair fighters of the 4th Marine Aircraft Wing, Mitchell bombers of the 7th AAF, Ventura search planes of Fleet Air Wing 2 and Navy Hellcat fighters. Small craft, gun positions, barracks and runways were bombed and strafed.

KANDY, CEYLON, *Southeast Asia Command*—Bombers and fighters from aircraft carriers who were escorted by a powerful Allied fleet of battleships, cruisers, destroyers and submarines carried out a surprise raid on Sabang and Lho Nga airfields in northern Sumatra at dawn on Wednesday morning. Heavy bombs were used and fighter escorts strafed the ground targets.

At Sabang numerous direct hits were made on the dockyard, a power station, wharf, barracks, hangars, workshops and the radio station, and in the town area large fires were left burning.

Heavy bombs fell on two merchant ships, each of 4,000-5,000 tons. Two Japanese destroyer-escort vessels were strafed and set on fire. Twenty-two planes, including six large transport aircraft, were destroyed on the ground. A 1,000-pound bomb fell on an oil tank, which was left burning with smoke rising to 7,000 feet.

At Lho Nga airfield several aircraft were destroyed on the ground.

The enemy appears to have been taken completely by surprise, but replied to the attack with intense antiaircraft fire, most of which was light. Three enemy torpedo bombers which later approached the fleet were all shot down by fighters.

One of our aircraft was forced to land in the sea but the pilot was saved by a submarine which surfaced and carried out the rescue under fire from shore batteries. All other aircraft returned to their bases.

[*A British Admiralty communique identified the commander of the Allied naval force as Admiral Sir James Somerville, Royal Navy.*]

BURIAL SERVICES

(*Continued from page 35*)

of the faithful departed through the mercy of God rest in peace."

10. Fire three volleys.

11. Taps.

12. Two-block colors.

13. Retreat.

Source: Priest's New Ritual.

FOR A JEW

Procedure 1 to 6 inclusive (above.)

7. Reading of scripture and prayers:

The commanding officer or such person as appointed by him shall stand near the body and face in such a way that he will be heard by all present and read as follows (all will remain covered during the ceremony):

"I will lift up mine eyes unto the mountains
From whence shall my help come?
My help cometh from the Lord,
Who made heaven and earth.
He will not suffer thy foot to be moved;
He that keepeth thee will not slumber.
Behold, He that keepeth Israel
Doth neither slumber nor sleep.
The Lord is thy keeper;
The Lord is thy shade upon thy right hand.
The sun shall not smite thee by day,
Nor the moon by night.
The Lord shall keep thee from all evil,
He shall keep thy soul.
The Lord shall guard thy going out and thy coming in,
From this time forth and for ever.

"O Lord, what is man that Thou art mindful of him and the son of men that Thou takest account of him? What are we? Do we not all seem as vanity, as a shadow that passeth away? In the morning we flourish and grow up, in the evening we are cut down and withered. Thou turnest all men to contrition and sayest unto us: Return ye children of men! O, that we had wisdom and understanding and realized that when we die we take nothing with us; we do leave much behind. Mark the perfect and behold the upright for theirs is the way of peace. Thou, O Lord, redeemest the souls of Thy children and none who serve Thee and love their fellowmen will be forsaken.

"O Lord, help us to find in these ancient yet ever new sentiments, the realization that through our tears we can reach to truth, through the darkness of our sorrow venture toward the light of hope, and through our anguish attain to the great adventure of perfect faith in Thee and Thy wisdom. Love is stronger than death. Though we surrender dust unto dust, through the majesty and might of our love, life will abide with life.

"Take unto Thyself our comrade who has given of his love to this our great country. And let the words of our mouths express the meditations of our hearts."

* * * *

"O God, full of compassion, Thou who dwellest on high! Beneath the sheltering wings of Thy presence, among the holy and pure who shine as the brightness of the firmament, grant perfect peace unto the soul of ————, who has gone unto eternity. Lord of mercy, bring him under the cover of Thy wings, and let his soul be bound up in the bond of eternal life. Be Thou his inheritance, and may his repose be peace. Amen."

8. Sound attention.

9. The committal:

"Into Thy hands, O Lord, we commend the soul of Thy servant departed, now called unto eternal rest, and we commit his body to the deep.*

* *Tilt the board and drop the body into the sea.*

10. Fire three volleys.

11. Taps.

12. The blessing:

"The Lord bless thee and keep thee, the Lord make His face to shine upon thee and be gracious unto thee, the Lord lift up the light of his countenance upon thee, and give thee peace. Amen."

13. Two-block colors.

14. Retreat.

NOTE: Any parts of the above services may be omitted in time of grave emergency, except that the committal should be said if at all possible.

The Month's Alnavs in Brief

The following Alnavs were issued in the period 21 March to 20 April 1944:

No. 64 — Revising instructions covering addresses of war prisoners. The address should include the prisoner's name, rank, internment number if known, camp name or number, and country of internment. Across the face of the cover below the address: Via New York City.

No. 65 — Announcing commissioned rank corresponding to present relative rank for members of Navy Nurse Corps, effective 26 February 1944, for duration of present war and six months thereafter. New oaths of office are not required to effect change in status. No changes in existing instructions relating to authority, manner of appointment, service for longevity, or pay status.

No. 66 — Establishing the Naval Air Center, 14th Naval District.

No. 67 — Outlining procedure for reducing the interval of time between the commission of meritorious or heroic acts or service and the announcement and presentation of appropriate awards.

No. 68 — Directing advancement in rating and correction of records and pay accounts of firemen first, second and third class who were reduced in pay grade 1 January 1944 through failure of commanding officers to comply with BuPers Circ. Ltr. 205-43 and in cases of men in transit on 1 January 1944.

No. 69 — Relating to transfer of profits of ship's stores.

No. 70 — Requesting commanding officers (reporting seniors) who consider a temporary officer or reserve officer of the line or staff suitable material for eventual appointment to permanent commissioned or warrant rank in the regular Navy to include a statement to that effect in remarks of fitness reports submitted in the future, including that of 31 March 1944.

No. 71 — Designating, in conformance with act of Congress, the heads of the Paymaster's Department and the Quartermaster's Department of the Marine Corps as "The Paymaster General of the Marine Corps" and "The Quartermaster General of the Marine Corps," respectively.

No. 72 — Relating to wearing of Presidential Unit Citation. Interprets Alnav 137 of July 1943 as providing that only those actually present and who participated in the action, or one of the actions if more than one is mentioned, upon which the citation is based shall wear the ribbon with star permanently. Personnel attached to the cited unit but not present or participating in the basic action or actions and personnel who subsequently joined the cited unit shall wear the citation ribbon without star and then only while attached to that unit.

No. 73 — Appointment of officers on the active list of the regular Navy, Naval Reserve and Women's Reserve (but not Navy Nurse Corps) of the ranks of ensign and lieutenant junior grade, line and staff corps, with continuous active duty in their respective ranks since 1 March 1943 or earlier to the next higher rank, to rank from 1 April 1944.

No. 74 — Appointment of officers on the retired lists of the regular Navy and Naval Reserve of the same rank and meeting same continuous active duty requirement as in Alnav 73 to the next higher rank, to rank from 1 April 1944.

No. 75 — Directing supply officers ashore within U. S. and at permanent bases outside U. S. to plan report on money value of materials, by classes, carried in APA inventory as of 30 June 1944.

No. 76 — Instructing Navy postal personnel that all letters and postcards pertaining to Federal or state war ballots, and identifiable as such in any manner, be given airmail transportation and the most expeditious handling possible; that the law contemplates that such matter will be carried as airmail, free of postage; that detailed instructions for handling war ballot mail will follow.

No. 77 — Discontinuing immediately (with certain exceptions) submission of NavMed Form B (report of allotment expenditures and obligations) by all ships, including hospital ships; all Marine Corps and construction battalion organizations outside continental U. S., including those in Alaska and Hawaii; all shore-based activities outside continental U. S. where advanced base accounting procedures as prescribed by BuS&A are in effect.

No. 78—Additional instructions to govern termination of money allowance for quarters for dependents of enlisted men and filing of application for their family allowance. (See story on page 19.)

No. 79—States that personnel transferred to overseas bases and task forces or fleet units are not obtaining proper mail address instructions prior to their transfer. Unless correct addresses are used, violation of security and unsatisfactory postal service, including delays and losses of mail, will result.

WHAT IS YOUR NAVAL I. Q.?

1. You are most likely to find an isobar: (a) on a weather map; (b) in Iceland; (c) wherever liquor is sold; (d) on the dashboard of a B-24?

2. How did the naval hero, Stephen Decatur, die?

3. Could you have identified each of these aboard old ships: (a) Charley Noble; (b) Jamie Green; (c) Jolly Roger?

4. What type of vessels do the letters DM indicate?

5. What was the Eagle boat?

6. How many blades are there in the propeller design of the Distinguished Flying Cross?

7. What do these signal flags predict? →



8. Which kind of electric current is more extensively used aboard modern naval surface combatant vessels: AC or DC?

9. A grain of powder used in a big gun aboard a battleship is about the size of: (a) a particle of dust; (b) a pea; (c) a man's thumb.

10. An enlisted man objects to trial by deck court. How can he be placed on trial?

11. The island of Truk is situated: (a) south of New Guinea; (b) north of New Ireland; (c) west of the Philippines; (d) east of the Gilbert Islands?

12. After what are mine sweepers named?

13. True or false: Navy nurses, no matter what their rank, are never saluted by enlisted men.

14. What is the first U. S. cruiser in history to be named after a foreign capital city?

15. What is a "donkey's breakfast"?



16. Can you identify this ship?

17. How did the life buoy come into its name?

18. Where — and what — is the greatest ocean depth found?

19. Who was the founder of the U. S. Coast Guard?

Answers to Quiz

1. (a).
2. In a duel (1820).
3. (a) Galley smokestack; (b) sail set beneath the bowsprit and jib boom of a tea clipper; (c) black flag of piracy.
4. Light minelayers.
5. A type of craft developed during World War I to combat U-boats.
6. Four.
7. Hurricane or whole gale.
8. AC.
9. (c) A man's thumb.
10. By summary court-martial.
11. (b).
12. Birds and general word classifications of logical and euphonious names.
13. False.
14. The uss *Canberra*, in honor of the Australian cruiser sunk in the Solomons and the capital city of Australia.
15. A seaman's mattress having straw filling.
16. The German battleship *Tirpitz*.
17. By dropping the last three letters from the word buoyant.
18. Northeast of Mindanao Island in the Philippines, sometimes called the Mindanao Deep, 35,400 feet.
19. Alexander Hamilton, 4 August 1790.

Letters to the Editor

(*Continued from Page 36*)

General Order 207 (semi-monthly N. D. Bul., 15 Feb., 44-165).—ED.

PILOT COMMENDED FOR RESCUE

TO THE EDITOR:

There are two heroes in the "Survival in the South Seas" story (INFORMATION BULLETIN, February 1944)—The author and the pilot of the rescue plane. For my money, the rescue-plane pilot deserves recognition, to say nothing of identification.—C.T.D., Lt. (jg), USNR.

• *Pilot of the rescue plane was Lt. (jg) Robert L. Hamblin,* USN, *of Altmar, N. Y., who was commended by Admiral W. F. Halsey Jr.,* USN, *Commander South Pacific Area and South Pacific Force, for "superb skill and judgment" in accomplishing the rescue.*—ED.

CPO REQUIREMENTS

TO THE EDITOR:

Can a chief specialist (S), acting appointment, Naval Reserve, be given a permanent appointment if he has served one year in the grade?—J.L.T., CSp. (S), USNR.

• *Yes, if serving in a sea-duty status after completing 12 months continuous service under acting appointment. If serving ashore, the requirement is 24 months in pay grade 1-A, with any months of service in a sea-duty status in pay grades 1-A or 2 deductible from the requirement. Sea-duty status is considered as including shore duty beyond the continental United States. For further details, see BuPers Circ. Ltr. No. 110-43 in the 31 December 1943 cumulative edition of semi-monthly N. D. Bul., R-1185, page 754.*—ED.

TO THE EDITOR:

What required time must a petty officer first class (no sea-duty qualifications) serve in that classification before he will be eligible for recommendation by his commanding officer for temporary appointment to chief petty officer in the naval reserve?—P.H.S., SK1c, USNR.

• *BuPers Circ. Ltr. 110-43 (semi-monthly N. D. Bul., 1 July 1943, R-1185) gives requirements for CPO, acting appointment,* USN *and* USNR, *including 18 months in present rate and six months sea duty. The 18-month requirement can be reduced to nine months in certain cases, but the sea service cannot be waived except by the Bureau. For authority and instructions governing advancement in rating to CPO, acting, see also BuPers Circ. Ltr. 77-44 (semi-monthly N. D. Bul., 15 March, 44-314).*—ED.

NUMERALS UNAUTHORIZED

TO THE EDITOR:

Information is requested regarding the wearing of bronze (or brass) numerals on the various campaign bars of this war. I would like to know what they stand for, and the authorization for wearing them. My shipmates and I find the BULLETIN very interesting.—G.B.D. Jr., Y2c.

• *Numerals are not authorized; see General Order No. 207, Paragraph 2 (semi-monthly N. D. Bul., 15 Feb., 44-165). Latest official list of operations and engagements for which stars may be worn on area service ribbons is also contained in General Order No. 207, and in the* INFORMATION BULLETIN *of March 1944, page 66.*—ED.

MEDAL QUALIFICATIONS

TO THE EDITOR:

Are former merchant marine officers now on active duty in the Navy entitled to wear the American Defense Ribbon with the numeral "1" in the center, providing they were actively engaged in the merchant marine prior to Pearl Harbor and within the designated period of the emergency?—R.W.H., Ens., USNR.

• *No. The American Defense Service Medal is authorized only to members of the Navy, Marine Corps or Coast Guard serving on active duty under official orders during the period 8 September 1939 to 7 December 1941 or any part thereof. For details, see General Order 172, 20 April 1942. As to numerals, see answer to letter next above this one.*—ED.

NO STAR FOR SURVIVORS

TO THE EDITOR:

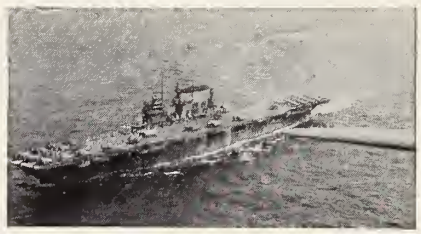
I was aboard the USS *Vincennes*, sunk 9 August 1942 in the Battle of Savo Island. I have seen enlisted men wearing a gold star on their dress blues, and I understood it was to signify a survivor of a sunken ship lost in combat with the enemy. Please advise me if this is authorized.—A.R.E., GMM2c.

• *The wearing of a gold star on the uniform of enlisted personnel to indicate survival of torpedoed or sunken ships in enemy combat is not authorized by the Navy Department.*—ED.

NO HELICOPTERS

TO THE EDITOR:

In your January 1944 issue, page 24, appears a picture of the USS *Saratoga* with the caption, "The USS *Saratoga* heads into the wind to receive returning planes." If so, they must be helicopters. Take a



good look at the crowded flight deck.—E.C.W., SK1c, USNR.

• *The caption was correct. You may rest assured that other preparations for receiving returning planes included moving some of those on the flight deck.*—ED.

COAST GUARD STANDARDS

TO THE EDITOR:

On page 63 of the March INFORMATION BULLETIN there is a news item headed, "Standards Modified for Commission in the Naval Reserve." Does this apply to members of the Coast Guard Reserve?—A.R.M., BM2c, USCGR.

• *No.*—ED.

HOW IT STARTED

TO THE EDITOR:

I see by the letters department in your March issue that E.W.A. questions your version of the origin of the globe on the electrician's-mate rating badge (INFORMATION BULLETIN, November 1943, page 70). Well, I heard it your way from a man who already was an old-timer in the Navy when I enlisted in 1911. When the badges were delivered, he said, the mistake was noted; but because of the large quantity delivered, they were accepted rather than cause the contractor a loss by rejection.—H.Y., CBM(PA), USN (Ret).

• *Any other versions?*—ED.

EXPEDITIONARY MEDAL

TO THE EDITOR:

In "A Summary of Regulations Governing the Issuance and Wearing of Decorations, Medals and Ribbons for Naval Personnel, NAVPERS 15016, Revised June 1943," It is stated that the Expeditionary Medal will be awarded to officers and enlisted men of the Navy and Marine Corps. Has this medal ever been awarded to anyone in the U. S. Coast Guard? Has it been awarded to anyone in the Coast Guard for action in World War II?

I served an enlistment in the Navy covering World War I and have now been in the Coast Guard for almost two years. At present, I am in command of a large security station. I would like you to know how much the officers and men of this station appreciate your vigorous, interesting, informative magazine. This is the best service information bulletin that I have seen in either war. We use it to a great extent in building morale and in keeping our men informed about new things in the naval service.—F.V.B., Lt., USCGR.

• *The Naval Expeditionary Medal has not been authorized for any service in World War II except that performed by the defenders of Wake Island in December 1941. For this heroic engagement, the medal has not actually been presented, because all the American fighting men who participated are listed officially as missing or prisoners of war. There is no record of the medal having ever been awarded to Coast Guard personnel.*—ED.

SHIP'S SERVICE RATINGS

TO THE EDITOR:

BuPers recently has established rates for barbers, cobblers, tailors and laundrymen working in ship's service departments. But what about men in other ship's service positions? I refer particularly to the men in the offices who handle the bookkeeping and accounting end of it, who assist in administrative and supervisory duties and who handle the stocks?—W.W.A., SK1c, USNR.

• *Only the four ship's service ratings you mentioned above were deemed necessary at this time. Appropriate ratings already exist to provide necessary personnel to handle other duties than those provided by the ship's service men's ratings. It is the policy of BuPers to use civilian employees to the greatest extent possible in full-time ship's service work ashore. This policy was amplified in a letter from BuPers (Pers-563-MED/JF of 23 February 1944) inviting wives, dependents and relatives of officer and enlisted personnel to apply for positions in ship's service departments ashore.*—ED.

DISABILITY AND PROMOTION

TO THE EDITOR:

What is the status regarding promotion to chief petty officer or warrant officer of regular Navy men assigned to limited shore duty only due to physical disabilities caused by injuries received in action with the enemy?—R.E.W., EM1c, USN.

• *Men performing limited shore duty are eligible for promotion to chief petty officer if they are able to perform the duties of the rate. Such men, however, are not eligible for warrant grade.*—ED.

TO SALUTE OR NOT . . .

TO THE EDITOR:

Question 18 of your saluting quiz (INFORMATION BULLETIN, Jan., 1944) says: "An officer, covered and walking down a passageway of a Navy building, encounters a senior officer who is uncovered. Should he salute?" Your answer was "Yes." I was always under the impression all salutes had to be returned and don't see how it could be in this case as the senior officer is not covered . . . Also . . . page 20 shows an enlisted man reporting covered and rendering a salute. The officer is uncovered and I maintain he will be unable to return the salute.—J.D., RM3c, USCG.

• *You salute if you are covered—regardless of whether the person you salute is covered or not. Since Navy Regulations (Art. 266 [3]) specify that the salute can be executed only when covered, an officer without headdress cannot return a salute (although he may acknowledge it by nod or greeting).*—ED.

CLOTHING ALLOWANCE

TO THE EDITOR:

Am I entitled to the $250 clothing allowance under these circumstances? I first entered the Navy in May 1913 and was transferred to the Fleet Naval Reserve (Class F4C) in April 1930. I was called up in February 1940 for physical examination and was classed as unfit for duty at sea or afloat. On 1 May 1940 I was retired on disability. On 3 March 1942 I was reexamined and classed as fit for shore duty, and I reported for duty that date. Inasmuch as I was not supposed to keep any uniform after I was retired, I feel I am entitled to the allowance.

Another question I would like answered concerns my longevity pay. I'm only drawing 45 per cent. All my active service was continuous, with an honorable discharge. Am I entitled to the 50 per cent or not?—A.H., C W T, USN, (Ret.).

• *To your first question, the answer is No. By law, only enlisted personnel reporting for active duty on and after 1 June 1942 are entitled to the cash clothing allowance. As to your second question, more information would be necessary to answer it, because of the wide scope of present laws. You should submit an official request to the Chief of Naval Personnel for statement of service for pay purposes.*—ED.

ANSWER x 15

To the Editor:

On page 59 of the March issue of the Information Bulletin you had a quiz entitled "How Is Your Arithmetic?" Problem 1 was "Write 10 by using five 9s." Your solution was 99 divided by 99 plus 9 equals 10. The enclosure *[below]* indicates 15 other possible solutions. It is not expected that this is an exhaustive list, but it is passed on for your interest. —L.E.M., Lt. (jg) (SC), USNR.

HOW TO WRITE 10 BY USING FIVE 9s

1. $9 + 9 - 9 + \frac{9}{9}$
2. $9 + 99^{9-9}$
3. $9 + \frac{9^9}{9^9}$
4. $9 + (\frac{9}{9})^{9-9}$
5. $9 + (\frac{9}{9})^{\frac{9}{9}}$
6. $9 + (\frac{9}{9})^{9^9}$
7. $9 + (\frac{9}{9})^{99}$
8. $9 + \frac{9+9}{9+9}$
9. $9 + \frac{9 \times 9}{9 \times 9}$
10. $9 + \frac{9}{\frac{9}{9}}$
11. $9 + 9^{(9-9)^9}$
12. $9 + 9^{(9-9)9}$
13. $9 + 9^{\frac{9-9}{9}}$
14. $\frac{9 - 9 + 9}{9} + 9$
15. $9 + (9 \times 9)^{9-9}$

V-12 CLASS 1 JULY

To the Editor:

I've been in the SoPac over a year and was recently recommended for Navy V-12, which made me very happy. However, close to receipt of the quota, I was transferred to another command to fill a vacancy and was consequently out of that specific quota. The new command had already recommended and filled its quota. Is there still a chance for me?—R.N.T., Y2c, USNR.

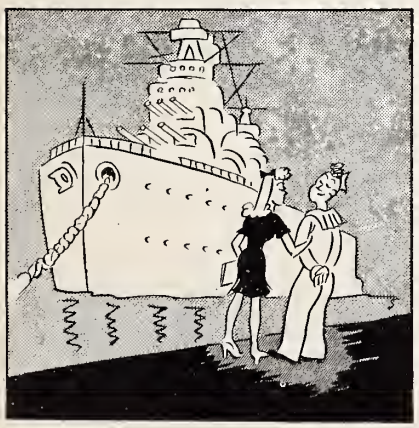
• *Yes. You can try to make the next quota for the V-12 increment beginning training 1 July 1944. See the officer who is handling the V-12 quota for your command.*—Ed.

REFRIGERATION MEN

To the Editor:

In the article on the Seabees in the February Information Bulletin it is mentioned that refrigeration plants are erected by them, but in the list of tradesmen represented in the Seabees no mention is made of the refrigeration mechanics or service engineers. One would be led to believe that plumbers, pipefitters or machinists performed the necessary work of installing those refrigeration plants. In behalf of myself and my fellow refrigeration servicemen and mechanics, I protest that our trade is one requiring special training and skills in many branches of mechanics and that we should be given the recognition due us.—A.R.B., CSF.

• *The list was not meant to be all inclusive but to suggest the wide variety of skills employed by the Seabees.*—Ed.



The Powderpuff (U. S. Naval Barracks, Naval Ammunition Depot, Vallejo, Calif.)

"Well, not exactly—but I HELP *run it."*

UNIT CITATIONS

To the Editor:

I was attached to the USS *Solace*, hospital ship, from 15 August 1941 to 29 December 1942. This ship was cited for meritorious achievement and distinguished service during and subsequent to the Japanese attack on Pearl Harbor. I would like to know if it has been awarded the Presidential Unit Citation?—D.D.B., Lt. (jg) (NC), USN.

• *No.*—Ed.

To the Editor:

Kindly advise if the USS *McKean* or USS *Hunter Liggett* was a member of one of the task force groups receiving a Presidential Unit Citation?—G. N., Mach., USCG.

• *Neither. Following is a list of vessels and units that had been awarded the Presidential Unit Citation as of 4 April 1944.*—Ed.

Vessel or Unit	Type	Date of Action
USS Alchiba	Freighter	Aug.-Dec. 1942
USS Atlanta	Cruiser	12-13 Nov. 1942
USS Bernadou	Destroyer	8 Nov. 1942
USS Bowfin	Submarine	2nd war patrol (no date indicated)
USS Cole	Destroyer	8 Nov. 1942
USS Dallas	Cruiser	10 Nov. 1942
USS Enterprise	Carrier	7 Dec. 1941, to 15 Nov. 1942
First Marine Division (Reinforced)		7 Aug. to 9 Dec. 1942
USS Greenling	Submarine	May to Dec 1942 (three war patrols)
USS Guardfish	Submarine	May to Dec. 1942 (two war patrols)
USS Gudgeon	Submarine	7 Dec. 1941 to 25 April 1943 (first seven war patrols)
USS Haddock	Submarine	2nd, 5th, 6th, 7th war patrols (no dates indicated)
USS Houston	Cruiser	7 Dec. 1941 to 28 Feb. 1942
USS Laffey	Destroyer	15 Sept. to 13 Nov. 1942
USS LCI(L) 1	Landing Craft, Infantry, Large	July 1943
Marine Aircraft Group 22		June 1942
USS McFarland	Seaplane Tender	20 June to 16 Oct. 1942
USS Nautilus	Submarine	Three war patrols (no dates indicated)
USS Nicholas	Destroyer	July 1943
USS O'Bannon	Destroyer	7 Oct. 1942, to 7 Oct. 1943
USS Radford	Destroyer	July 1943
USS San Francisco	Cruiser	11-12 Oct. and 13 Nov. 1942
USS Smith	Destroyer	26 Oct. 1942
Second Marine Division (Reinforced)		20 Nov. to 24 Nov. 1943
Task Unit 21.14		
USS Card	Carrier	27 July 1943 to 25 Oct. 1943
USS Barry	Destroyer	
USS Borie	Destroyer	
USS Goff	Destroyer	
VC Squadrons 1 and 9		
Torpedo Squadron 8 (USS Hornet)	Carrier	4 June 1942
USS Trout	Submarine	Numerous successful war patrols (no dates indicated)
USS Wahoo	Submarine	16 Jan. to 7 Feb. 1943
Wake Detachment: First Defense Battalion, Marine Fighting Squadron 211 of Marine Aircraft Group 21. Army and naval personnel present		8 Dec. to 22 Dec. 1941

RETURN FROM SEA DUTY

To the Editor:

I served aboard a heavy cruiser for four years (1932-36). Since reenlisting in 1942, I have been in the amphibious force. Having noted a certain personnel turnover from ships of the fleet to new construction, a lot of us would like to know when we may expect temporary shore duty, especially those with sea duty prior to our present sea assignments?—W.J.W., BM1c.

• *The policy on interchange of sea and shore personnel was covered in the February 1944* Information Bulletin, page 68.—Ed.

OPTIONAL CHIN STRAPS

To the Editor:

What type chin strap must be worn with the officers' gray working uniform: gold lace or black braid?—A.B., Ens., USNR.

• *The wearing of either gold lace or black braid chin straps with the gray uniform is optional. However, only gray cloth shoulder marks and blue-black plastic buttons are now authorized for wear on gray working uniforms, under Alnav 53 of 7 March 1944.*—Ed.

LIMITED SERVICE

To the Editor:

After having been rejected by the Army twice because of defective vision, I was inducted into the Navy and assigned to the Seabees. I understood at that time that I would be assigned to continental duty, having been classified as "Special Assignment." Since then, I have been assigned to a battalion about to go overseas. Other SA's already have been shipped. What is the Navy's policy with regard to them?—H.L.M.

• *Your understanding must have come from scuttlebutt. "Special Assignment" is a designation placed on records of men inducted into the Navy who do not measure up to the now existing physical standards for general service. At the time of your induction, all SA men were being assigned to Construction Battalions. But all SA men in the Navy (except certain classes of enemy aliens), whether in the Seabees or any other branch, are considered eligible for duty at advanced bases as well as at stations within continental U. S., though not eligible for combat duty. SA men in most branches, except non-rated men with eyesight below 6/20 in one eye and 10/20 in the other, are eligible also for duty afloat in auxiliary vessels. Seabees—SA or otherwise—are, of course, not assigned to duty afloat.*—Ed.

HASH MARK REQUIREMENTS

To the Editor:

Does Army or Coast Guard service count along with Navy service in computing service for the wearing of hash marks? —R.J.G., CY, USNR.

• *No, nor does service in the Marine Corps. Navy Uniform Regulations, Art. 8-8(c), states: "There shall be one service stripe (worn) for each four years of active service in the Navy or the Naval Reserve."*—Ed.

How Did It Start?

The phrase "the cut of his jib," meaning a man's appearance, stems from the days of sailing ships, whose nationality and rigs often could be distinguished by their jibs. A Spanish ship, for example, had a small jib or none at all; the large French ships often had two jibs, the English ships seldom more than one. Use of the phrase as applied to a man originally referred to his nose—which, like a jib, is the first feature of its wearer to come into view. Ultimately it was extended to describe a man's appearance generally. (*If you have a different version send it along to the Editor.*)



DECORATIONS AND CITATIONS

Capt. Tobin Gets 3d Navy Cross in Less Than a Year

Capt. Robert G. Tobin, USN, of Danville, Va., has received the Gold Star in lieu of a third Navy Cross for heroism as commanding officer of a cruiser during the initial bombardment of Shortland-Faisi-Ballale and a subsequent action in which five Japanese warships were sunk and four others damaged. The action lasted from 30 October to 2 November 1943.



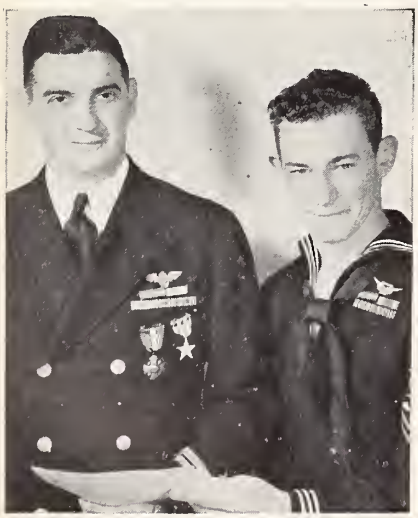
Capt. Tobin

In March 1943 Captain Tobin was awarded the Navy Cross and a Gold Star in lieu of a second Navy Cross for actions at Guadalcanal and off Savo Island. At Guadalcanal he maintained an effective screen with a destroyer division for cruisers and transports, and extricated his own ships after inflicting severe damage on Japanese forces. The second award was for an action only a month later, when his destroyer division boldly engaged numerically superior Japanese forces and inflicted heavy damage.

Pilot and Turret Gunner Win Four Medals in Two Days

An officer and an enlisted man have each received two decorations for action in two antisubmarine attacks only a day apart.

Lieut. Asbury H. Sallenger, USNR, of Florence, S. C., was awarded the Navy Cross and the Silver Star Medal, while his turret gunner, James H. O'Hagan Jr., AMM2c, USNR, Washington, D. C., was presented the Air Medal and a Gold Star in lieu of a second Air Medal.



Official U. S. Navy photograph

Lieut. Sallenger and James H. O'Hagan Jr., AMM2c.

Lieutenant Sallenger commenced an attack on two submarines, entirely without aerial or surface support, and severely damaged one sub with his accurate depth bombing. Observing that the other submarine was about to submerge, he made a second dive through a heavy screen of fire and released the rest of his depth bombs on the craft. He remained in the vicinity until other planes arrived to finish off the U-boat.

On patrol the next day, he sighted another sub on the surface. As the plane swooped down, several shells from the submarine destroyed the plane's radio, as well as the electric and hydraulic systems. Damage to the plane prevented release of the bombs, but Lieutenant Sallenger skillfully maneuvered his plane and made a second attack, manually releasing the bombs, which damaged the sub.

On both occasions, O'Hagan remained at his post and operated his turret manually, continuing to straf the U-boat effectively despite its intense antiaircraft fire.

When the plane was forced to land on the water and began sinking, the officer entered the flooded tunnel compartment in a vain attempt to rescue the already dead or seriously wounded radioman. He and O'Hagan then managed to release a life raft from which they were subsequently picked up by a destroyer.

Gold Star in Lieu of Second

NAVY CROSS

★ Brig. Gen. Merritt A. Edson, USMC, Washington, D. C.: As commanding officer of the Tulagi Combat Group and of the First Marine Raider Battalion during the initial action in the Solomons landings, he advanced the attack of his units with such skill, courage and aggressiveness that he was an inspiration to the entire group and directly responsible for the capture of Tulagi.

★ Capt. Rodger W. Simpson, USN, Vallejo, Calif.: Conducting a perfectly coordinated attack on Japanese forces in Vella Gulf during the night of 6-7 August 1943, he skillfully disposed the units of his destroyer division for maximum fire power and efficiency, which resulted in the annihilation of the entire hostile force of one cruiser and three destroyers.

★ Lt. (jg) Robert L. Stearns, USNR, Santa Rosa, Calif.: While piloting a torpedo bomber on antisubmarine patrol, he sighted a concentration of surfaced submarines, radioed their position to his carrier and, in the face of heavy antiaircraft fire, probably sank one of the U-boats.

For reasons of security, the deed for which a man receives a decoration very often cannot be fully described either in this section or in the actual citation which the man receives. There may accordingly be citations reported here which do not tell the whole story.

NAVY CROSS

★ Maj. Gen. Allen H. Turnage, USMC, Wide Water, Va.: As commander of the landing force during the establishment of the beachhead at Empress Augusta Bay, Bougainville, he frequently exposed himself to fire and displayed the highest degree of bold, aggressive and fearless leadership, which was an inspiration to his officers and men.

★ Comdr. Frank G. Gould, USN, Deland, Fla.; Comdr. Clifton Iverson, USN, Los Angeles, Calif.; Comdr. Roy A. Newton, USN, Gainesville, Tex.; Comdr. John L. Wilfong, USN, Palo Alto, Calif.; and Comdr. Francis T. Williamson, USN, Tiverton, R. I.: As commanding officers of destroyers in action against Japanese forces in Vella Gulf 6-7 August 1943, they maneuvered and struck boldly with well-timed and perfectly coordinated gun and torpedo attacks, which resulted in the sinking of one Japanese cruiser and three destroyers. They brought their own ships through the engagement without losses or damage.

★ Comdr. Alfred H. Richards, USN, Columbus, Ohio: He led minesweepers in darkness into the waters off Anzio during the amphibious assault and quickly cleared approach channels for the transports and gunfire-support ships. Despite ill health brought on by overwork, he was an inspiration to officers and men of the minesweeping group and contributed materially to the success of the landings.

★ Lt. Comdr. Millard J. Klein, USN, Knoxville, Tenn. (missing in action): Commanding the USS *Buck* during an attack on a hostile submarine while on convoy duty, he skillfully maneuvered for position and launched a depth charge, which forced the enemy craft to the surface and then destroyed it, resulting in the subsequent capture of prisoners.

★ Maj. Gordon Warner, USMC, Long Beach, Calif.: Landing with one of the first Marine units on Bougainville, he discovered that the Japanese were skillfully camouflaged in their entrenchments. He challenged them in their own language, hurling insults

which so enraged them that they revealed themselves by rifle fire, whereupon he organized a combat team and killed or drove them from their positions.

★ Lieut. John G. Kendall, USNR, Pottstown, Pa.: When hostile bombs straddled the USS LCI(L) *212* during an enemy air raid on Palermo harbor 1 August 1943, he successfully got his own vessel and three others moored alongside underway, and maneuvered the group to a place of safety away from the dock where gasoline and ammunition had been set afire.

★ Lieut. Carl F. Robison, USNR, Richmond, Va.: Commanding the USS *LCI (L) 1* during the assault on Sicily, he embarked troops and made a successful landing in the face of tremendous opposition from shore batteries although his ship was broached under pounding by heavy surf. He returned the enemy fire with determination, relenting only when his ammunition was exhausted.

★ Lt. (jg) Fay B. Begor (MC), USNR, Montreal West, Canada (posthumously): While serving as medical officer aboard a landing craft which beached in the vicinity of Japanese-occupied Lae 4 September 1943, he courageously continued to care for the wounded in the face of enemy bombing and strafing attacks until he was killed in action.

★ Lt. (jg) Elbert S. Heim, USNR, Bossier, La., and Lt. (jg) David O. Puckett, USNR, Tupelo, Miss.: As fighter pilots on antisubmarine patrol, they participated in an attack on a concentration of U-boats, despite heavy antiaircraft fire from the subs. Lieutenant Puckett strafed the largest, most heavily armed submarine, and then pressed home an equally determined attack against a second U-boat and silenced its antiaircraft battery so that a bomber might attack unopposed. Lieutenant Heim attacked a third sub from an altitude of 2,000 feet and continued his strafing attack until he was 50 feet above the enemy craft.

★ Lt. (jg) John W. Randall, USNR, Toledo, Ohio (posthumously): Setting out in a small landing craft during the invasion of Sicily, he led four waves of boats through total darkness and rough seas and, after landing, returned to his ship and voluntarily led a salvage party back to the beach. He was swept offshore by the heavy surf and lost at sea.

★ Ens. Edward C. Zacek, USNR, West Point, Neb.: Undeterred by fierce opposition as boat-wave commander during the assault on Salerno, he proceeded through heavy gunfire and, despite the fact that he was seriously wounded in head and hip, persisted with landing operations, unloading and boat retraction before he would receive first aid.

★ Chief Boatswain H. H. Branyon, USN, Spartanburg, S. C.: From 1 September to 2 November 1942 he was in command of a small auxiliary vessel operating between Tulagi and Guadalcanal. His craft averaged at least one trip a day, many being made under extremely heavy enemy fire, at night and in dangerous circumstances. He carried out these hazardous assignments with courage and skill.

★ Stanley J. Sharp Jr., QM2c, USN, Sterling, Ill.: Serving in the USS *LCI (L) 212* during an air raid in Palermo harbor 1 August 1943, he courageously remained at the helm, although in great pain and bleeding profusely from wounds, without revealing his injuries until his burning ship was safely docked.

NAVY CROSS AWARDS



Allen H. Turnage, Maj. Gen., USMC — Merritt A. Edson, Brig. Gen., USMC — Clifton Iverson, Comdr., USN — Alfred H. Richards, Comdr., USN



John L. Wilfong, Comdr., USN — Millard J. Klein, Lt. Comdr., USN — Gordon Warner, Maj., USMC



Carl F. Robison, Lieut., USNR — Fay B. Begor, Lt. (jg), USNR — Elbert S. Heim, Lt. (jg), USNR — David O. Puckett, Lt. (jg), USNR



John W. Randall, Lt. (jg), USNR — Robert L. Stearns, Lt. (jg), USNR — Edward C. Zacek, Ens., USNR — Stanley J. Sharp Jr., QM2c, USN

Photographs of Capt. Robert G. Tobin and Lieut. Asbury H. Sallenger appear with reports of their citations on opposite page. Photographs not available of Capt. Rodger W. Simpson, Comdr. Frank G. Gould, Comdr. Roy A. Newton, Comdr. Francis T. Williamson, Lieut. John G. Kendall and Chief Boatswain H. H. Branyon.

Gold Star In Lieu of Second



DISTINGUISHED SERVICE MEDAL

★ Vice Admiral Thomas C. Kinkaid, USN, Philadelphia, Pa.: In a position of great responsibility as Commander North Pacific Force as our forces moved westward in the Aleutians, he planned offensive operations, estab-

SECOND DISTINGUISHED SERVICE MEDAL cont.

lished bases and conducted a determined and successful offensive campaign which resulted in the final expulsion of the Japanese.



DISTINGUISHED SERVICE MEDAL

★ Maj. Gen. Roy S. Geiger, USMC, Pensacola, Fla: As commanding general of the First Marine Amphibious Corps during operations on Bougainville, he successfully seized and held an important position and extended it for the construction of airfields. He contributed directly to the neutralization of enemy forces and to the acquisition of a strategically important position.

★ Rear Admiral Theodore S. Wilkinson, USN, Arlington, Va.: As Commander Amphibious Force during operations in the Solomon Islands from July 1943 he achieved outstanding success in operations against the Japanese. His forceful leadership, careful planning and sound tactical judgment were vital factors in our success.

★ Capt. Arnold J. Isbell, USN, Chicago, Ill.: As commanding officer of the USS *Card* and as an antisubmarine task group commander from 27 July until 9 November 1943, he welded the planes and escort destroyers in his command into a powerful combat force, seeking out the enemy relentlessly and striking with sustained drive. He achieved a notable record in submarine sinkings.

Gold Star in Lieu of Second



LEGION OF MERIT

★ Rear Admiral Spencer S. Lewis, USN, Calvert, Tex.: As chief of staff to Commander Western Naval Task Force during the assault on Sicily, he coordinated planning and activities, efficiently organized all staff sections and exhibited sound judgment, distinctive ability and untiring energy.

★ Rear Admiral Leo H. Thebaud, USN, Bryn Mawr, Pa.: Commanding the USS *Boise* during the assault on Italy, he fought his ship gallantly in support of Allied assault troops and effectively assisted in inflicting severe damage on the enemy and in maintaining beachheads against counterattack.

★ Capt. Paul Hendren, USN, Chapel Hill, N. C.: Commanding the USS *Philadelphia* during the invasion of Italy, he maneuvered through enemy-mined waters and fought his ship daringly, providing effective fire support for Allied troops in maintaining their beachheads against determined counterattacks.

★ Capt. George L. Menocal, USN, Key West, Fla.: Commanding a screen unit during the assault on Salerno, he skillfully disposed the units of his destroyer squadron to give maximum protection for a major task force. He accomplished a vital mission with conspicuous success.

★ Capt. Charles E. Olsen, USN, Waukegan, Ill.: Under extremely hazardous conditions and frequent bombing attacks, he established naval bases in the Solomons area from February to July 1943. He organized and operated the bases at the Russell Islands and Rendova with outstanding skill and great courage.



LEGION OF MERIT

★ Rear Admiral George H. Fort, USN, Annapolis, Md.: As task group commander during the capture of eastern New Georgia, he handled the units of his command with brilliant technical skill and directed his ships through poorly charted waters, landed troops and assisted in the occupation of strongly defended enemy positions.

★ Rear Admiral John Wilkes, USN, Charlotte, N. C.: Subjected to persistent bombing attacks during the invasion of Sicily, he maneuvered his cruiser within hazardously close range of shore artillery and laid down a barrage of fire which neutralized enemy positions and smashed coastal batteries threatening the invading forces.

★ Commodore Lawrence F. Reifsnider, USN, Annapolis, Md.: As Commander Task Force Group, South Pacific, during the Solomons campaign from August 1942 to July 1943, he participated in the Guadalcanal-Tulagi occupation, commanded task force units in dangerous waters, reinforced and supplied the American garrisons and handled units under his command with superb tactical skill during frequent attacks.

★ Capt. Francis McK. Adams, USN, Troy, Ala.: Commanding a landing craft group during the invasion at Salerno, he conducted 13 LST's from a North African port and expeditiously landed U. S. Army troops and armor on assault beaches despite fierce opposition.



Official U. S. Navy photograph

DOCTOR CITED: Comdr. (then Lt. Comdr.) S. A. Isquith (MC), USNR, Brooklyn, N. Y., is congratulated by Capt. C. Gulbranson, USN, commanding officer of the Amphibious Training Base, Fort Pierce, Fla., who presented to him the Legion of Merit for heroism aboard the USS Vincennes. Commander Isquith stayed at his dressing station, caring for casualties, until the Vincennes was almost completely abandoned. Later, although wounded himself, he continued to care for the wounded while at sea in an open raft.

★ Capt. George B. Ashe, USN, Raleigh, N. C.: Commanding a transport division during the occupation of Guadalcanal-Tulagi, and subsequent task units which reentered dangerous waters, he supplied and reinforced American garrisons despite frequent attacks by hostile planes, submarines and shore batteries. Each mission was completed without loss or damage to his ships and crews.

★ Capt. Leo A. Bachman, USN, Berkeley, Calif.: As intelligence officer on the staff of Commander U. S. Naval Forces, Northwest African Waters, he provided the planning section with highly important data on which to base war plans. His information on the enemy and the area contributed materially to the success of the Sicily invasion.

★ Capt. Alexander R. Early, USN, Baltimore, Md.: With profound understanding of objectives and methods, he skillfully integrated staff sections into an efficient organization as chief of staff to Commander Amphibious Force, Atlantic Fleet, during the invasion of Sicily.

★ Capt. Robert A. J. English, USN, San Francisco, Calif.: Working tirelessly to expedite completion of an important task as war planning officer during the invasion of Sicily, he devised a sound and effective program which contributed to the success of our Navy units in establishing and maintaining our Army forces in Sicily.

★ Capt. Donald S. Evans, USN, Wausau, Wis.: Responsible for the establishment and maintenance of communications during the invasion of Sicily, he worked tirelessly day and night to organize a system which resulted in the highly efficient coordination of the attacking forces.

★ Col. William S. Fellers, USN, Atlanta, Ga.: When a Marine division in the Solomons was undergoing rearming, refitting and re-equipping, he performed his duties as assistant chief of staff with complete understanding of the essentials involved and materially assisted the division in attaining a high state of efficiency.

★ Capt. Paul R. Glutting, USN, Boston, Mass., and Capt. Leo B. Schulten, USN, Helena, Mont.: Valliantly fighting their ships through severe enemy bombings during the attack on Sicily, they successfully landed men, vehicles and material and brought their ships through unscathed. By expert seamanship and tactical skill they contributed materially to our success.

★ Capt. Henry Hartley, USN, Bladensburg, Md.: Valiantly fighting his ship through severe enemy bombings during the assault on Sicily, he landed troops and equipment and brought his ship through unscathed. By expert seamanship and tactical skill he contributed materially to the success of the operations.

★ Capt. Stanley Leith, USN, San Diego, Calif.: As commander of a mine squadron, he covered the movement of ships and troops into Kula Gulf and the Solomons area from February to July 1943. Despite repeated attacks by the enemy from the air, sea and

shore, he completed his missions and retired without loss or damage.

★ Capt. Paul L. Mather, USN, Washington, D. C.: In command of the headquarters ship of a major task force during the assault on Sicily, he directed the facilities of his vessel with notable skill and enabled all commanders and staffs embarked to accomplish their missions with utmost efficiency.

★ Capt. George E. Maynard, USN, Hudgins, Va.: Despite determined opposition, he directed the landing of assault troops during the invasion of Sicily and landed troops, vehicles and equipment with speed and efficiency. When a bomb started a fire on his ship, his excellently trained command quickly extinguished the blaze.

★ Capt. Joseph W. McColl Jr., USN, Atlantic City, N. J.: Valiantly fighting his ship through severe bombing, he successfully landed troops and equipment during the invasion of Sicily. By his expert counsel and fine tactical skill he contributed materially to the success of our operations.

★ Capt. Daniel M. McGurl, USN, Minersville, Pa.: As commanding officer of a naval vessel during the assault on Sicily, he fought his ship through severe enemy bombings and successfully landed troops and equipment. By his expert seamanship he brought his ship through the engagement unscathed.

★ Capt. George F. Mentz, USN, Front Royal, Va.: Commanding a task group of mine-layers during the assault on Sicily, he skillfully directed the laying of mines to protect the anchorage although the area was under bombing attack and in danger of artillery fire. He completed the assignment with speed and efficiency.

★ Capt. Kendall S. Reed, USN, Lexington, Mass.: As commander of a task group during the invasion of Sicily, he achieved conspicuous success in landing assault troops and mechanized units on the beaches near Gela. Later, in charge of joint loading activities for maintenance, he insured availability of convoy ships and their departures on schedule.

★ Col. Christian F. Schilt, USMC, Olney, Ill.: As commanding officer of the Strike Command and the Search and Patrol Command, Solomon Islands, April to July 1943, he frequently participated as pilot to the target area and determined by personal observation the location and tactics of enemy air and ground units. He developed a hard-hitting command which contributed in large measure to the success of our air operations.

★ Capt. Thor C. Sorensen, USNR, Tuckahoe, N. Y.: Exposed to numerous air attacks, he directed landing operations during the attack on Sicily as commanding officer of a naval vessel. He landed troops and material on the beaches with speed and efficiency.

★ Comdr. Harold R. Brookman, USNR, Oakland, Calif.: As material officer on the staff of Commander U. S. Naval Forces, Northwest Africa Waters, he utilized expert knowledge of the type of craft involved in the invasion of Sicily and was largely responsible for the high degree of material readiness of these ships at the required time.

★ Comdr. Hamilton Hains, USN, Bokeelia, Fla.: Participating in the initial occupation of Guadalcanal-Tulagi, he also aided in the occupation of the Russell Islands and the assault on New Georgia as staff member with Commander Amphibious Force, South Pacific, from August 1942 to July 1943. He carried out many extremely difficult and hazardous missions.

★ Comdr. John S. Lewis, USN, Evanston, Ill.: Participating in the initial occupation of Guadalcanal-Tulagi on the staff of Commander Amphibious Force, South Pacific, from August 1942 to July 1943, he also took part in all subsequent phases of the Solomons campaign. He carried out important assignments despite almost continual enemy attack.

★ Comdr. John R. McKinney, USN, Stanford, Ky.: He gallantly brought his ship through repeated bombing attacks and effected the landing of troops and equipment during the assault on Sicily. He skillfully completed his assignment and retired from the combat area without suffering loss.

★ Comdr. George F. O'Keefe, USN, Marshall, Mich.: As engineering and material officer on the staff of Commander North Pacific Force from September 1942 to October 1943, he rendered invaluable assistance in planning and execution of operations involving vital engineering and material matters. He also skillfully supervised all activities concerned with supply and logistics.

★ Comdr. Wallace B. Phillips, USN, Oceanside, N. Y.: As commander of transports of a naval task force during the invasion of Sicily, he organized his command into a strong fighting unit and by cool leadership under fire enabled his troops to land expeditiously on enemy beaches despite severe opposition.

★ Comdr. Joseph G. Pomeroy, USN, Leesburg, Va.: Commanding a naval vessel during the invasion of Sicily, he valiantly fought his ship through enemy bombings and embarked troops and equipment, bringing his ship through the engagement unscathed.

★ Comdr. Walter H. Price, USN, Washington, D. C.: Commanding a destroyer in the Solomons from June 1942 to October 1943, he participated in the initial landing at Guadalcanal and contributed to the advancement of our forces by making many patrol trips and destroying many barges. He also assisted in the occupation of Rendova and New Georgia.

★ Comdr. Ion Pursell, USN, Whitesville, Ky.: Continually exposed to hostile air attacks during the assault on Sicily, he skillfully directed the landing of combat equipment, stores and ammunition on enemy-held beaches. His leadership, courage and devotion to duty contributed materially to the success of the operations.

★ Comdr. Alfred H. Richards, USN, Columbus, Ohio: As commander of a sweeper group, he planned and successfully executed the difficult and hazardous tasks of clearing approaches for the amphibious invasion at Salerno, Italy. In constant danger from enemy mines, his vessels acted as guides for assault craft and screened the attack area after sweeping additional channels.

★ Comdr. Kenneth D. Ringle, USN, Avery Island, La.: As chief of staff and operations officer of a task force in Kula Gulf 5-13 July 1943, he was largely responsible for the success of these daring engagements. His acute perception of the rapidly changing situations and well-considered advice during night actions were of material assistance to the task force commander.

★ Comdr. David M. Tyree, USN, Sebring, Fla.: On the staff of Commander Amphibious Force, South Pacific, from 2 November 1942 to 15 July 1943, he participated in all phrases of the Solomons campaign and carried out extremely important and hazardous assignments in connection with the occupation of the Russell Islands and assault on New Georgia.

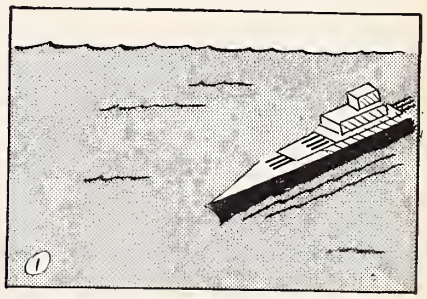
★ Comdr. George W. Welker Jr., USN, Salisbury, Mo.: Displaying skillful leadership and devotion to duty on the staff of Commander Amphibious Force, South Pacific, from October 1942 to July 1943, he carried out extremely vital and difficult missions during the occupation of the Russell Islands and the assault on New Georgia.

★ Lt. Comdr. George M. Ankers, USNR, San Diego, Calif.: As salvage officer at Bizerte during May 1943, he blasted an opening through the wrecked ships which blocked the entrance to Lake Bizerte and reopened the port in record time in the face of sustained enemy air raids. He contributed immeasurably to uninterrupted supply for future operations in Sicily and Italy.

★ Lt. Comdr. Benjamin H. Griswold, III, USNR, Monkton, Md.: As aide and flag lieutenant to Commander Western Naval Task Force during the invasion of Sicily, he established the signal unit and effected an excellent visual communication system on extremely short notice.

New Zealand Airman Gets Legion of Merit

Squadron Leader Henry Campbell Walker of the Royal New Zealand Air Force was awarded the Legion of Merit, Degree of Officer, by the Navy last month. The award was made for numerous search flights, bombing missions, special photography, illuminating and observation flights made in cooperation with U. S. air forces during the Solomons campaign from 20 January to 3 April 1943.



(*See page 55*)

LEGION OF MERIT cont.

★ Lt. Comdr. Morgan H. Harris, USNR, Newport, R. I.: Commanding a minesweeping group during the invasion of Sicily, he executed all assignments with skill, efficiency and painstaking thoroughness. He trained and indoctrinated a command which contributed materially to the success of our operations.

★ Lt. Comdr. James W. LaBelle, USNR, Pelham, N. Y.: Prior to the assault on Sicily, he exhibited superb skill and tireless energy in training and organizing boat flotillas. As flotilla commander during the actual assault, he was successful in effecting landings in the face of terrific fire.

★ Lt. Comdr. George S. Lambert, USN, Cambridge, Mass. (missing in action): By sound judgment and decisive action as executive officer of the USS *Buck* during an attack on an enemy submarine while on convoy duty, he contributed materially to the success of the attack, which resulted in destruction of the submarine and the capture of prisoners.

★ Lt. Comdr. Robert D. Lowther, USNR, San Francisco, Calif.: Through his detailed and intelligent preparation as commander of the control group of a task force during the invasion of Sicily, he directed ships with conspicuous skill, enabling his group to proceed without navigational aids and to lead the landing craft to the assigned beaches with minimum loss.

★ Lt. Comdr. James E. Nolan, USN, Norfolk, Va.: Establishing advance bases during the invasion of Sicily, he worked with such skill and efficiency that our forces were able to use the bases with a minimum loss of time. He contributed in a large measure to the success of the operations.

★ Lt. Comdr. George Howell Patterson, USNR, Rosemont, Pa.: As commanding officer of the Advanced Amphibious Training Base at Bizerte, Tunisia, from May to July 1943, he solved numerous problems and established base facilities despite destruction by the enemy of a major portion of equipment and installations prior to our occupation of Bizerte.

★ Lt. Comdr. James K. Vardaman, USNR, St. Louis, Mo.: Utilizing sound judgment and resourcefulness as chief staff officer to Commander Naval Advance Bases during the invasion of Sicily, he established bases which greatly contributed to the successful occupation of the island.

★ Lieut. William D. Steel, USNR, Hempstead, N. Y.: Commanding a group of assault boats during the invasion of Italy, he directed six waves of landing craft to assigned beaches and unloaded troops and cargo in 36 hours, despite intense gunfire and enemy aerial attacks.

Gold Star in Lieu of Second



SILVER STAR MEDAL

★ Comdr. Donald J. MacDonald, USN, New York, N. Y.: Commanding the USS *O'Bannon* in the van of a small task force off Kolombangara 12-13 July 1943, he participated in an attack on a hostile force in which four Japanese destroyers were sunk and two more damaged. His skillful maneuvering and determined attack in the face of heavy fire contributed materially to the success of the action.



Official U. S. Navy photograph

STRAFED U-BOAT: The Silver Star Medal has been awarded Lt. (jg) Phil Perabo Jr., USNR., Tupelo, Miss., for his strafing attacks on a submarine in the Atlantic. He made three attacks before the sub submerged and then, after it had resurfaced, he executed two more attacks, which damaged the U-boat's conning tower and weather decks.

★ Comdr. Peyton L. Wirtz, USN, Mt. Washington, Md.: Under continual threat of enemy submarine attacks in the Solomons area in June and July 1943, he commanded a minelayer which transported troops and supplies through hazardous, Japanese-infested waters to support vital landing operations at Rendova Island and the occupation of the New Georgia group.



SILVER STAR MEDAL

★ Capt. Francis X. McInerney, USN, Cheyenne, Wyo.: Commanding a task group of destroyers during the engagements off Kolombangara Island 13 July 1943, he maneuvered his vessels with expert tactical skill and enabled them to put the enemy under a concentration of gun and torpedo fire. During a subsequent engagement in which several of our cruisers were damaged, he disposed his destroyers to provide a screen escort which brought the cruisers safely to port.

★ Comdr. Elmer C. Buerkle, USN, San Diego, Calif. (missing in action): As executive officer of a cruiser in action against Japanese forces in the Solomons 5-6 July 1943, he directed sustained gunfire in the face of heavy enemy opposition. After the cruiser was hit by three torpedoes, he skillfully supervised abandonment of the ship and, with complete disregard for his own safety, assisted members of his crew to safety aboard rescuing destroyers.

★ Comdr. Louis D. McGregor Jr., USN, Warrenton, Ga.: Despite the strain of prolonged undersea operations in perilous waters, his valiant and inspiring leadership as commanding officer of a submarine resulted in the sinking of 5,000 tons of enemy shipping and the damaging of 28,000 tons, including one large auxiliary aircraft carrier.

★ Comdr. Francis M. Peters Jr., USN, Bluefield, W. Va.: Commanding a high-speed minelayer in action against the Japanese in the Solomons in June and July 1943, he successfully transported troops and supplies through dangerous waters, although frequently subjected to severe bombing and shelling. He supported the vital landing operations of Rendova and New Georgia.

★ Comdr. Robert H. Wilkinson, USN, New Smyrna Beach, Fla.: Commanding a transport division during occupation of Rendova and New Georgia, he successfully transported troops and supplies under almost continual attack. By expert tactical skill, he enabled his ships to complete each assigned mission and drive off all attacks without loss or damage.

★ Lt. Comdr. James S. Clark, USN, Cedar Rapids, Iowa: During four hazardous war patrols in a submarine in Japanese waters, he rendered invaluable assistance by consistently insuring straight, accurate torpedo runs.

★ Lt. Comdr. John B. Fellows Jr., USN, Fitchburg, Mass.: Commanding a destroyer during the assault on Rendova Island and during the second battle of the Kula Gulf, he successfully covered a landing operation, rescued several survivors, contributed to the destruction of four and probably six hostile vessels, repulsed numerous air and submarine attacks and on five different occasions aided in the reinforcement of American garrisons.

★ Lt. Comdr. John M. Hyde, USN, Bayside, N. Y.: Skillfully plotting the course of a submarine on hazardous patrols in Japanese waters, he provided timely and accurate information which aided his vessel through dangerous, inadequately charted waters.

★ Lt. Comdr. Frederick W. Purdy, USN, Sarasota, Fla. (posthumously): With no thought of his own safety when the USS *Strong* was sunk in Kula Gulf 5 July 1943, he worked desperately to get all enlisted men over the side by way of hand lines. Continuing his courageous efforts in behalf of others, he was last seen searching for an injured member of the crew. He gallantly gave his life for his country.

★ Lt. Comdr. Lyle E. Strickler, USN, Enid, Okla.: During four hazardous war patrols in a submarine, he consistently maintained the ship's engine room in highly efficient operation, enabling his vessel to effect all attacks undetected.

★ Lt. Comdr. George R. Wilson, USN, Tallula, Ill.: Commanding a destroyer in action against Japanese forces in the Solomons area 6-7 October 1943, he maintained steady torpedo and gun fire against numerically superior forces and contributed to the sinking of one or more hostile warships and the damaging of three others.

★ Lieut. Robert J. Cronin (ChC), USNR, Glens Falls, N. Y.: Serving with a Marine raider battalion during occupation of Puruata Island, 1 November 1943, he organized a stretcher party, and, without regard for his own safety,

proceeded through dangerous enemy-infested territory to administer last rites and spiritual aid. In this action he crossed and recrossed Japanese-held jungle territory.

★ Lieut. Harold R. Fleck, USNR, New York, N. Y.: When a causeway being moved inshore by his vessel struck a mine during the invasion of Sicily, resulting in many casualties, he skillfully beached the crippled ship under concentrated fire, discharged his vital cargo and retreated without further damage.

★ Lieut. William H. McClaskey, USNR, Seattle, Wash.: As officer of the deck aboard a submarine in Japanese waters, he greatly assisted on numerous occasions in sighting the enemy and enabling his own vessel to close within effective range. He contributed materially to the destruction of 12 enemy vessels and the damaging of two more.

★ Lieut. Jonh T. Salistean, USN, Omaha, Neb. Commanding the USS *LST 379* during the invasion of Italy, he succeeded in beaching his ship and discharging the assault troops and cargo after an enemy shell had temporarily disrupted the controls. He directed the ship through mine-studded waters under withering blasts of enemy shell and mortar fire.

★ Lieut. David K. Sloan Jr., USN, Muncy, Pa. (missing in action): Providing accurate and timely information as assistant approach officer in a submarine in Japanese waters, he greatly assisted in the execution of two important missions which sank 11 enemy vessesl and damaged one. On one occasion he conducted a night engagement which resulted in destruction of an important Jap cargo vessel.

★ Lieut. William Villella, USN, San Diego, Calif.: As commanding officer of a tank-landing ship in the Solomons 16 June 1943, he was instrumental in saving his ship as well as the lives of crew and passengers by effectively directing fire fighting and damage control when his ship was subjected to several dive-bombing and strafing attacks which fired the highly inflamable cargo.

★ Lt. (jg) Benjamin F. Jetton, USNR, Tampa, Fla., (missing in action) and Ens. William C. Hedrick Jr., USNR, Lexington, Ky. (missing in action): As communications officer and assistant communications officer aboard the USS *Strong* when that vessel was torpedoed and sunk by the Japanese in Kula Gulf 5 July 1943, they insisted on remaining below decks in order to destroy secret and confidential matter, continuing their self-imposed task until the *Strong* went down.

★ Lt. (jg) Caydar E. Swenson, USN, Portsmouth, Va.: He conducted his boat group over enemy mine fields and directed the assault waves to assigned beaches during the assault on Salerno, depite sustained enemy attack for more than four hours. His skill and fearlessness contributed materially to the success of the operations.

★ Lt. (jg) James M. Tidball, USNR, Indianapolis, Ind.: Commanding the USS *LCI (L) 339* during the initial attack on Lae, he maneuvered through withering enemy machine-gun fire and shells from shore batteries to successfully beach his sinking vessel and unload troops and cargo.

★ Ens. Raymond Bjorklund, USNR, Pana, Ill.: Attached to the USS *LTC 19* during the invasion of Salerno, he took over the duties of the commanding officer, who was missing, when the cargo of gasoline was fired by an enemy bomb. He supervised abandon-ship operations and effected the rescue of a badly wounded soldier who was helpless in the sea.

★ Ens. James P. Diforio, USNR, Mamaroneck, N. Y.: As amphibious officer during the assault on Salerno, he piloted a boat through mined waters to its assigned position, guided assault waves to a heavily defended beach and maintained his position for three hours while his boat was under sustained fire.

★ Ens. George R. Woodmore, USNR, Frederick, Okla. (posthumously): As gunfire liason officer attached to an infantry division during the invasion of Italy, he established a fire-control communication unit in an advanced position and maintained continuous contact with the firing ship. He directed fire with remarkable effectiveness until killed by an enemy barrage.

★ Pierce R. Moore, MoMM1c, USNR, Mechanicsville, N. Y. (missing in action): A member of a salvage-boat crew during the invasion of Salerno, he worked with outstanding courage in the face of intense enemy fire and rendered valuable assistance in returning many stranded craft to service. He continued his hazardous task until the boat in which he was embarked was sunk by enemy fire.

★ Cyril E. Knight, Cox, USNR, Brady Lake, Ohio: A member of an Armed Guard crew in the SS *Cape Mohican* during operations in the Mediterranean area 1 August 1943, he climbed a vertical ladder to man his gun after he had been thrown to the deck and a bone in his arm splintered when an enemy torpedo struck. Only when it was apparent that no further contact could be made with the enemy did he consent to undergo medical treatment.



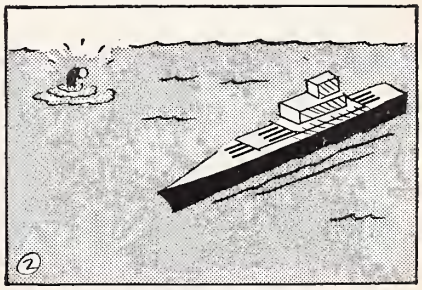
Official U. S. Navy photograph

PILOT DECORATED THIRD TIME: Lt. (jg) Wilma S. Fowler, USNR, Phillips, Tex., receives a Gold Star in lieu of a second Distinguished Flying Cross from Rear Admiral Albert C. Read, USN, for his attacks against two U-boats in the Atlantic theater. He previously had won the Silver Star Medal. Despite numerous hits on his plane, Lieutenant Fowler dropped three depth bombs close to one sub. One bomb exploded directly under the stern. He then flew his badly damaged plane back to his carrier and landed safely.



DISTINGUISHED FLYING CROSS

★ Comdr. Alfred L. Cope, USN, Savannah, Ga.: He boarded a wrecked nonrigid airship in the Bay of Biscay 30 October 1943 and, aware of the danger in flying a ship with one propeller and power plant wrecked, he free-ballooned the airship from the water and, with the assistance of a volunteer crew, returned it safely to base, where a skillful landing was effected.



(See Page 57)



Official U. S. Navy photograph

SQUADRON LEADER HONORED: Lt. Comdr. Howard M. Avery, USN, Rancho Santa Fe, Calif., has been decorated with the Distinguished Flying Cross for attacking and probably destroying a submarine last October. Unsupported by fighter planes, the squadron leader scored a direct hit with a depth bomb. An extensive oil slick and large tank-like objects later came to the surface, indicating that the U-boat probably was destroyed.

DISTINGUISHED FLYING CROSS cont.

★ Comdr. Joseph A. Ruddy Jr., USN, New York, N. Y.: Leading a flight of bombers from the USS *Ranger* during the attack on shipping off Bodo, Norway, 4 October 1943, he scored direct hits on two merchant vessels, leaving them burning furiously, and inflicted severe damage on three other merchant vessels, one oil carrier and a torpedo boat. His superb flying skill contributed greatly to disruption of enemy supply lines.

★ Lt. Comdr. Bertram J. Prueher, USN, Bloomer, Wis. (missing in action): Persistently tracking a hostile submarine while piloting a bomber in the South Atlantic, he pressed home repeated attacks which severely damaged the U-boat and ultimately forced the Nazi crew to scuttle the submarine.

★ Lt. Comdr. David W. Taylor Jr., USN, San Francisco, Calif.: Leading his squadron from the USS *Ranger* against a well-defended merchant vessel during the attack on enemy shipping off Bodo, Norway, 4 October 1943, he scored three direct hits amidships and left the hostile vessel in flames. He pressed home this vigorous attack in the face of heavy antiaircraft fire.

★ Lieut. Charles A. Anderson, USN, Chicago, Ill. (posthumously): As scouting plane pilot attached to the USS *Savannah* during operations against Sicily, he carried out extremely dangerous missions deep into enemy territory and furnished accurate spotting information despite heavy opposition.

★ Lt. (jg) Oren R. Christian, USNR, Los Angeles, Calif.: During a coordinated attack on an enemy submarine in the Caribbean, he assumed command after the pilot had been mortally wounded and pressed home a relentless bombing attack despite intense antiaircraft and damage to his instrument panel.

★ Lt. (jg) John W. Dresbach, USNR, Kingston, Ohio (posthumously): As commander and pilot of a plane in coordinated attack on an enemy submarine in the Caribbean, he released his depth charges and closed range on the target although mortally wounded by enemy fire. His cool courage and superb airmanship contributed materially to eventual destruction of the submarine. ("A Nazi U-boat Fights Back," INFORMATION BULLETIN, Jan. 1944.)

★ Lt. (jg) Jack K. Gierisch, USN, Norfolk, Va.: Emerging from a cloud and spotting a hostile submarine surfaced dead ahead, he went into a dive which enabled his bow gunner to open fire with a .50-calibre machine gun into the conning tower. Levelling out, he pressed home a bombing attack. Two of the explosions obliterated the swirl of the diving sub and were followed by a large oil slick.

★ Lt. (jg) Grover C. Hannever, USNR, Providence, R. I.; Ens. Eugene L. Coupe, USNR, Nebraska City, Neb., (missing in action); Ens. Robert Tehan, USNR, St. Louis, Mo., (missing in action); Howard C. Brandon, ACRM, USN, Lithonia, Ga., (missing in action); Clyde A. Smith, ACMM, USN, Harvard, Idaho, (missing in action); Gordon G. Merrick, AOM1c, USNR, Memphis, Mich., (missing in action); John R. Van Horn, AMM1c, USNR, Niagara Falls, N. Y., (missing in action); Donald W. Gardner, ARM2c, USNR, Huron, S. Dak., (missing in action), and Joseph Mihalsky, S2c, USN, Whiting, Ind., (missing in action): Participating as crew members of a heavy bomber in action against an enemy undersea craft, they pressed home an attack with courage, tenacity and skill, assuring eventual destruction of the hostile craft. Their superb airmanship and devotion to duty were in the highest traditions of the U. S. naval service.

★ Lt. (jg) Richard G. Johnson, USNR, Fullerton, Calif. (missing in action): A fighter pilot during the attacks on Tarawa and Wake Island, September-October 1943, he destroyed one Japanese bomber on the ground. On another occasion, when attacked by hostile fighters he promptly took the initiative and shot down two more.



Official U. S. Navy photographs

THEIR TEAMWORK PAYED OFF: Distinguished Flying Crosses have been presented to Lieut. Stewart B. Holt (left), USNR, Norfolk, Va., and Ens. Joseph D. Horn, USNR, Long Beach, Calif., for an attack on a Nazi sub. The former attacked and probably destroyed the U-boat as it was crash diving, while the latter strafed the enemy craft at an extremely low altitude.

★ Lt. (jg) Billy E. Robertson, USNR, Broken Arrow, Okla. (posthumously): When his plane was attacked by eight enemy fighters over the Bay of Biscay, he directed gunfire in support of his patrol-plane commander and remained steadfastly at his post until killed by an exploding enemy shell.



NAVY AND MARINE CORPS MEDAL

★ Lieut. Lawrence J. Mack, USNR, St. Paul, Minn.: Command pilot of *Blimp K-34* taking off from NAS, Charleston, S. C., he skillfully maneuvered the ship down a seaplane ramp and let it settle into the river waters when he ascertained that a ground crewman was entangled in the short lines and in danger of being hauled aloft and dropped. He then leaped into the dark waters and towed the man safely to a nearby buoy.

★ Lieut. Herbert J. Miller, USNR, Seattle, Wash.: Extinguishing a raging fire aboard his ship off Cape May, N. J., 21-23 November 1943, he directed the firefighting party almost continuously for more than 30 hours, repeatedly exposing himself to danger. With the larger blazes under control, he renewed his tireless work when explosions started new ones.

★ Lieut. Donald A. Regan, USNR, East Boston, Mass.: When his destroyer was damaged during action in the Kula Gulf, 5 July 1943, he entered a flooded engine room to rescue a seriously wounded companion and lower him over the side to safety on a life raft. Later his efforts resulted in the rescue of other shipmates and himself by friendly vessels.

★ Lt. (jg) Leonard P. Habig, USNR, Maplewood, N. J.: Although his ankle had been shattered by enemy shrapnel during severe strafing and bombing of the torpedo boat in which he served, he courageously assisted in the rescue of the crew of a blazing craft nearby. He remained steadfastly at his position, gallantly persisting in his duties, until he collapsed.

★ Charles D. Rodgers, Sp (G)1c, USCGR, West Hazleton, Pa.: Checking railroad piers during patrol duty, he discovered the ground area beneath a string of tank cars was a mass of flames. He turned in an alarm and attempted to fight the blaze alone. Finally, with the assistance of an engineer and brakeman, he detached a flaming tank car and drew adjoining filled cars away from the blaze.

★ Ross H. Terrien, AMM1c, USCG, Steilacoom, Wash.: During the rescue of two members of a plane lost off Fowey Rocks Light, Fla., 19 November 1943, he courageously went over the side of the rescuing aircraft and, swimming against gigantic waves, carried a line to the weak and exhausted men, who were then hauled aboard.

★ John H. Vieth Jr., ARM1c, USN, Overland, Mo.: Serving in a patrol bomber which had completed the rescue of an Army pilot from Russell Island and then crashed off Lunga Point 1 January 1943, he refused to save himself until he had succeeded in bringing

the trapped and wounded pilot clear of the submerged plane.

★ Sigmond F. Butler, RdM2c, USNR, Whiteville, N. C.: Following the sinking of the USS *Strong* in Kula Gulf, 5 July 1943, he was a constant inspiration to a party of survivors adrift and volunteered with another man to swim the three miles to Rice Anchorage for help. After grounding on enemy-held Arundel Island, he ministered to his injured companion and also to an injured Army pilot. Trapped between hostile installations, he manned a boat through dangerous waters until all were rescued.

★ James A. Dingee, Sp(T)2c, USNR, Brooklyn, N. Y. (posthumously): Attached to a naval salvage force during the invasion of Sicily when the USS Sc-*696* and USS Sc-*694* were set afire by enemy bombs, he worked tirelessly to control the blaze despite an intense air attack and persisted until bombs again struck and exploded the craft.

★ Ralph L. Dudley, BM2c, USCG, Beaufort, N. C.: Serving in a Coast Guard cutter, he unhesitatingly went over the side with three companions in perilous seas to assist in the rescue of men from a wrecked transport in the North Atlantic, 21 March 1943. He carried two exhausted seamen up the cargo net.

AIR MEDAL

★ Comdr. W. A. Moffett, USN, Washington, D. C.: Commanding a bombing squadron in the Solomons from January to September 1943, he led his squadron in numerous strikes and on patrol, reconnaissance and attack missions under adverse conditions and despite active opposition.

★ Lt. Comdr. Willim E. Calder III, USNR, Rockport, Mass., and Lieut. William M. Baxley, USNR, Seattle, Wash.: As captain and co-pilot of a transport plane at Panamirim, Brazil, on 16 June 1943, they maneuvered the plane back to the field on one engine and effected a successful landing when it was suddenly enveloped in flames and the extinguishing equipment proved ineffectual.



Flying Jayhawk (NAS, Olathe, Kan.)

"Do you intend to make the Navy your career?"



Official U. S. Navy photograph

DECORATED FOR DAMAGING SUB: Lt. (jg) Frank D. Fogde, USNR, Aberdeen, Wash., won the Air Medal for his attack on a U-boat while piloting a torpedo bomber. His bombs, dropped from an altitude of about 70 feet, exploded in the vicinity of the sub, which resurfaced and proceeded at very slow speed, trailing oil. After a short run the U-boat slowly submerged, still trailing oil and debris.

★ Lt. Comdr. George O. Klinsmann, USN, Fargo, N. Dak.: Commanding a squadron of scout bombers during a raid on enemy shipping off Norway, 4 October 1943, he aided in the probable destruction of a 5,000-ton ship and led his squadron in a vigorous strike which contributed materially to the disruption of enemy supply lines.

★ Lt. Comdr. Charles L. Moore Jr., USN, Milledgeville, Ga.: Leading his squadron in an attack on enemy shipping off the Norwegian coast, 4 October 1943, he pressed home a series of strafing attacks on well-defended targets. Although his plane was struck twice by explosive shells, and the cockpit filled with smoke, he continued in the fight until he had silenced many enemy guns.

★ Lieut. Fred C. Andretta Jr., USNR, Great Falls, Mont.: Discovering quantities of gasoline streaming from a wing tank of a four-engined bomber after take-off at Miami, Fla., 30 June 1943, he dexterously manipulated the engine setting and effected a brilliant emergency landing on a part of the airport still under construction. His action undoubtedly prevented the loss of personnel and the plane.

★ Lieut. Prince H. Gordon, USNR, Miami, Fla.: Delivering a masthead attack on an enemy armed merchant vessel near Bodo, Norway, 4 October 1943, he scored a direct hit with a delayed action bomb. His aggressive fighting spirit resulted in severe damage to the hostile vessel.

★ Lieut. Edgar B. Graff, USNR, New Philadelphia, Ohio (posthumously): As first pilot and patrol-plane commander in the Solomons area from 10 September to 26 October 1943, he conducted numerous missions, often in hazardous weather, which resulted in the rescue of USAAF personnel forced down at sea during combat operations.

★ Lieut. Lawrence I. Hamrick, USNR, Crosby, Miss.: Pilot of a torpedo plane attached to the USS *Ranger* during a raid on enemy shipping off the Norwegian coast, 4 October 1943, he pressed home two vigorous masthead bombing runs, scoring a direct hit, which set fire to an 8,000-ton cargo vessel, and a near miss, which beached an oil barge.

★ Lieut. William P. Kephart, USNR, Blowing Rock, N. C. (posthumously): As a dive-bomber pilot in the Solomons on 12 October 1942, he pressed home a daring attack on a group of enemy destroyers and released his bombs at a perilously low altitude, contributing materially to the destruction of one hostile ship and the ultimate sinking of another.

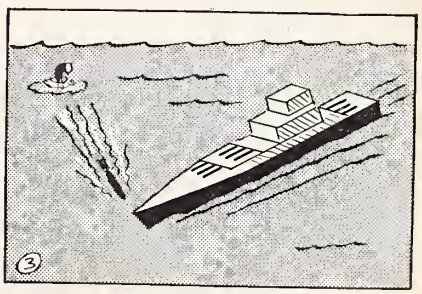
★ Lieut. Boyd N. Mayhew, USNR, Mantua, Ohio: Pilot of a fighter plane aboard the USS *Ranger*, during a strike on enemy shipping off the Norwegian coast, he sighted and scored the initial hit on a German bomber later destroyed by his section. He also pressed home vigorous strafing attacks against antiaircraft positions and armed merchant ships.

★ Lieut. George F. Nasworthy, USNR, West Palm Beach, Fla.: He completed numerous missions against enemy surface craft and shore installations, despite adverse weather conditions and often in the face of heavy enemy fire, as patrol plane commander attached to Patrol Squadron 12 in the Solomons area from 28 January to 21 May 1943.

★ Lieut. Clyde A. Tucker Jr., USNR, Alexandria, La. (missing in action): Piloting a bomber during a raid on enemy shipping near Bodo, Norway, he pressed home his attack on a cargo vessel and scored a damaging near miss from masthead height after his bomber was struck several times during the approach to the target.

★ Lieut. Cyrus F. Weeks, USNR, Colorado Springs, Colo.: Undeterred by tremendous antiaircraft fire while piloting a bomber in an attack on enemy shipping near Bodo, Norway, he flew low to score a direct hit with a delayed action bomb on an armored destroyer. He remained in the vicinity after the attack to divert the enemy from our striking force.

★ Lt. (jg) Robert F. Ruth, USNR, Glendale, Calif.: After his own section leader had been shot down in flames after leaving the USS *Ranger* to raid enemy shipping off Bodo, Norway, he unhesitatingly joined another section and scored a direct hit on a 5,000-ton cargo vessel. His presence of mind



(See Page 59)



Official U. S. Navy photograph

SURPRISED SUB: The Air Medal was awarded Ens. Barton C. Sheela, USNR, of Bakersfield, Calif., torpedo bomber pilot, for his adroit plane handling in an antisub attack. By taking advantage of available cloud cover, he succeeded in completely surprising an already-alerted U-boat, which was forced to submerge and cease its antiaircraft fire. The sub later was sunk by another plane.

AIR MEDAL cont.

and cool action under fire contributed materially to disrupting enemy supply lines.

★ Lt. (jg) William E. Dill, USNR, Baltimore, Md.: Flying through a bristling hail of antiaircraft in a raid on enemy shipping near Bodo, Norway, he scored a direct hit on a hostile cargo vessel while completely surrounded by enemy shell bursts.

★ Lt. (jg) Grover C. Hannever, USNR, Providence, R. I.: As pilot of a bombing plane during an attack on an enemy submarine, he assisted in planning and executing the attack and later in restoring the damaged plane to normal flight and flying it safely back to base.

★ Lt. (jg) Frederic B. Sleyster, USNR, Perry, Mo. (missing in action): Volunteering for the first flight to strike at hostile shipping and the enemy airdrome at Kahili, he pressed home a vigorous attack despite poor visibility. He contributed to the destruction of one vessel and heavy damage to shore installations during the action of 28 February 1943.

★ Lt. (jg) Gerald W. Thomas, USNR, Small, Idaho: Twice sweeping down to masthead level to bomb an oil tanker during the attack on enemy shipping off Bodo, Norway, he left the enemy vessel beached and down at the stern. Although his plane was struck several times in the engine, he returned to his carrier, the USS *Ranger*.

★ Lt. (jg) John A. L. Thomas, USNR, Bala Cynwyd, Pa.: Carrying out a daring daylight strike against 10 Japanese ships in Kahili harbor, 17 July 1943, he contributed greatly to the complete destruction of seven hostile vessels and 49 aircraft, and to the damaging of another ship.

★ Lt. (jg) Norman L. Waggoner, USNR, Burlingame, Calif.: On two occasions, assigned to a dangerous task in the Buin-Faisi area, he displayed exceptional flying and navigational ability despite blinding searchlights and fierce opposition. He participated in numerous missions from March to July 1943.

★ Lt. (jg) Henry C. Weber Jr., USNR, Detroit, Mich. (missing in action): Overcoming difficult navigational hazards, he successfully completed his night operations in the Buin-Faisi area and took part in glide-bombing attacks on Munda airfield against fierce opposition during the period March-April 1943.

★ Lt. (jg) Norman E. White, USNR, Cranston, R. I. (missing in action): Silhouetted by an enemy star shell which damaged his plane during the attack on Tarawa, he courageously pressed home his attack in complete disregard of his own safety and placed his bombs in the target area despite fierce antiaircraft fire.

★ Lt. (jg) Wilson W. Woods, USNR, Union City, Pa. (missing in action), and Ens. James W. Walker, USNR, Ryderwood, Wash. (missing in action): During a tour of duty in the Solomons area on 1 July 1943, they courageously launched an attack with six teammates against 45 Japanese bombers and fighters over New Georgia Island. Their fighting spirit and outstanding skill contributed greatly to the success of this and numerous other combat missions.

★ Ens. Elwyn P. Eubank, USNR, Matador, Tex. (posthumously): Flying numerous combat missions in the Solomons, he contributed materially on 17 July 1943 to the destruction of seven Japanese vessels and 49 aircraft and to the damaging of another ship in Kahili harbor.

★ Ens. William N. Johnson, USNR, Dearborn, Mich. (posthumously): He observed an enemy coast-defense gun opening fire on a friendly submarine while serving as a fighter pilot strafing Wake Atoll 5 and 6 October 1943. Realizing the threat to the submarine, which was engaged in rescuing flight personnel, he made a determined attack on the hostile emplacement, putting it completely out of action.



Official U. S. Navy photographs

HEROES OF SUB ATTACK: Frank W. Dittmer (left), AOM2c, USN, San Diego, Calif., and Aubrey A. McLemore, AMM3c, USN, San Jacinto, Calif., have received the Air Medal for their courage and efficient performance of duty when their bomber attacked and probably sank an enemy submarine. Dittmer kept communications open between the plane and carrier, enabling supporting planes to be sent to the scene, while McLemore remained at his station at the turret gun in the face of heavy antiaircraft fire.



Official U. S. Navy photograph

DETECTED ENEMY SUB: James H. Finch, ARM2c, USNR, Leesburg, Fla., won the Air Medal recently for detecting the presence of an enemy submarine which otherwise would have escaped detection. As a crew member of a torpedo bomber, he coolly and resourcefully repaired radio equipment damaged by antiaircraft fire from a sub, thereby enabling his plane to communicate with its carrier and call other planes to the scene.

★ Ens. John R. Landis Jr., USNR, St. Louis, Mo. (missing in action): A member of a seven-plane group which courageously intercepted 45 Japanese bombers and fighters over New Georgia Island 1 July 1943, he succeeded in damaging an enemy fighter. On 18 July he intercepted an overwhelmingly superior force of hostile fighters over Kahili harbor and aided a group of our bombers to return safely to their base.

★ Ens. James M. Lewis, USNR, Duncanville, Tex. (missing in action): On 13 July 1943 in the Solomons area he intercepted, with three teammates, an overwhelmingly superior force of Japanese planes striking at our bombers over Kahili harbor. He pressed home a fierce attack which enabled our bombers to return to their base.

★ Ens. Jack E. Northington, USNR, Little Rock, Ark.: When his flight of bombers carried out a hazardous daylight strike on enemy vessels in Kahili harbor, 17 July 1943, he pressed home his attack in the face of heavy antiaircraft fire and fighter opposition and contributed greatly to the destruction of seven Japanese vessels and 49 aircraft.

★ Ens. William R. Winn Jr., USNR, Little Rock, Ark. (missing in action): On 17 July 1943 when his flight of bombers launched a daring daylight strike against 10 enemy ships in Kahili harbor, he contributed to the destruction of seven Japanese vessels and 49 aircraft. Later, he scored a direct hit on an enemy destroyer.

★ Francis L. Donahue, ACMM, USN, Oxford, Iowa: As captain of a transport plane in Brazil, 16 June 1943, he

Entire Complement of USS Philadelphia Commended

Every officer and man who served aboard the USS *Philadelphia* during the amphibious offensives against Sicily and Salerno last summer has received a letter of commendation from the commander of the cruiser division to which the ship was attached.

The cruiser, which was the flagship of the division, inflicted great damage on the enemy in the landings 9-17 July off the south coast of Sicily, 29 July to 22 August off the north coast of Sicily, and 9-19 September off Salerno.

The following letter has been made a part of the official record of every member of the ship's complement:

"To you, the officers and men of the *Philadelphia* who have so loyally and faithfully served in the flagship, the commander of this cruiser division desires to convey his admiration for the determination and skill and the offensive spirit with which you have met and defeated the enemy. You have taken a leading part in the three greatest amphibious operations recorded in history. Your contributions made to the advance of the armies' landings have been outstanding. You have reduced the enemy's shore batteries, cities, ports and strong points, routed and destroyed his tanks, troops and communication, damaged a submarine, and have shot down his airplanes which attacked you on 35 occasions. That you have suffered no more serious loss of personnel or damage to your ship is a tribute to your intrepidity, discipline, morale, teamwork and offensive skill. Well done!"

maneuvered the transport back to the field after flames enveloped it and put one engine out of commission.

★ William H. Golder, ACMM, USN, Philadelphia, Pa. (posthumously): As plane captain and top turrent gunner in a patrol bomber attacked by eight enemy aircraft over the Bay of Biscay 1 August 1943, he scored several damaging hits on enemy planes despite tremendous odds. He gallantly gave his life for his country.



W. H. Golder

★ Raymond C. Scott, ACRM, USNR, Los Angeles, Calif. (posthumously): When his aircraft was attacked by eight enemy planes over the Bay of Biscay 1 August 1943, he reported the position to the control base shortly before an enemy shell exploded in the radio compartment and killed him. His alert and tenacious devotion to duty was maintained against tremendous odds.

★ Rudy Acosta, ARM2c, USN, Los Angeles, Calif. (posthumously): Undeterred by close proximity of enemy units and adverse weather, he rendered valuable service during many bombing and strafing attacks in the Solomons area, inflicting serious damages on the enemy. On other occasions he assisted in daring daylight rescue operations.

★ David R. Carmack, AMM2c, USN, Selma, Calif. (posthumously): Severely wounded when his plane was attacked by eight enemy aircraft over the Bay of Biscay, 1 August 1943, he served as communications man between the after station and the pilot's compartment when the intercommunication system failed.

★ Werdin O. Rude, ARM2c, USN, Sacred Heart, Minn. (posthumously): Skillfully countering an attack by eight enemy aircraft over the Bay of Biscay, 1 August 1943, he scored several damaging hits on the enemy. Although his plane was afire and disabled, he stayed at his post and maintained continuous fire until a crash landing in a rough sea.

★ Robert B. Law, AMM3c, USNR, McKeesport, Pa. (posthumously): Severely wounded when his plane was attacked by eight enemy aircraft over the Bay of Biscay, 1 August 1943, he made his way to his battle station to assist the gunners. His devotion to duty was maintained against tremendous odds.

★ Douglas C. Paterson, AOM3c, USNR, Hartford, Conn.: As gunner of a PBY-5 during hazardous antisubmarine patrol over the Bay of Biscay, 1 August 1943, he inflicted damage on several hostile planes and brought down at least one before his craft was forced to land on the sea. Although painfully injured, he gave assistance to a helpless comrade in subsequent abandonment and rescue.





Official U. S. Navy photographs

HELPED DESTROY U-BOAT: Air Medals have been awarded Claude D. Falwell (left), AMM2c, USN, Albany, Oreg., and Henry R. Shirley, ARM2c, USNR, Newport News, Va., for their heroism during a strafing attack on a submarine. Falwell, as turret gunner, directed machine-gun fire during the strafing attack and remained at his post while his plane was being fired on. Shirley performed his dual duties as radioman and photographer with distinction. They contributed materially to the teamwork which enabled their plane probably to sink the U-boat.

Destroyer, Two Subs Win Presidential Unit Citations

Two submarines and a destroyer have been awarded the Presidential Unit Citation for outstanding performance in combat against the Japanese.

The destroyer, the USS *O'Bannon*, was cited for aggressive operations in the South Pacific from 7 October 1942 until 7 October 1943, during which time she scored three torpedo hits on a battleship off Guadalcanal, bombarded enemy positions at Kula Gulf, rescued survivors from the USS *Strong* and, with two other destroyers, repulsed nine Jap warships off Vella Lavella and destroyed two enemy ships.

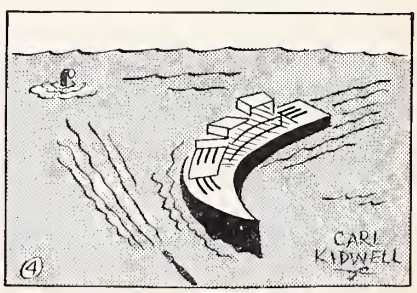
Comdr. Donald J. MacDonald, USN, her commanding officer, has been awarded more decorations by the Navy during this war than any other officer in the naval service. In addition to the Presidential Unit Citation, he has recently been awarded a gold star in lieu of a third Silver Star Medal and also holds a Navy Cross and gold star in lieu of a second and a Legion of Merit and gold star in lieu of a second, and has been given a letter of commendation. He attributes the *O'Bannon's* success to "the magnificient work of my crew." (See the February 1944 INFORMATION BULLETIN, page 39.)



Comdr. MacDonald

The USS *Haddock's* citation was for sinking 109,950 tons of Japanese shipping and damaging 67,130 tons in four patrols.

The USS *Bowfin* sank 31,291 tons of Jap shipping. During a night surface engagement with a large enemy convoy, the *Bowfin* sank three ships, completing the destruction of the third while under accurate enemy gunfire.



The Chaser (SCTC, Miami, Fla.)

Legislative Matters of Naval Interest

The largest naval appropriation bill in history, totalling $31,565,134,336 for the fiscal year beginning 1 July 1944, was passed unanimously by the House of Representatives after a single day of debate and then sent to the Senate.

This bill, representing an increase of approximately three and a half billion dollars over the 1943-44 naval appropriation bill, is designed to give the United States a Navy fighting armada composed of:

6,623 vessels, an increase of 1,333 over the current fiscal year.

74,925 landing and destruct craft and non-self-propelled vessels, an increase of 20,988.

19,035 operating aircraft, an increase of 1,128, exclusive of training planes.

This armada is expected to be manned and administered by a personnel of 3,657,467 as of 30 June 1945, including 140,800 women, a total increase of 148,516 over the total personnel of 3,508,951 estimated as of 30 June 1944. These figures include Navy, Marine Corps and Coast Guard personnel.

Congress has recently written into law a number of measures of interest to the naval service, among them the following:

• To authorize the President to present the Distinguished Service Medal, in the name of Congress, to Admiral Chester W. Nimitz, USN, Commander - in - Chief, U. S. Pacific Fleet.



Admiral Nimitz

• To amend the law providing payment of the six months' death gratuity to the widow, child, or dependent relative of officers, enlisted men, or nurses of the Navy or Marine Corps who died of wounds or disease not the result of misconduct. The amendment establishesan order of precedence of alternate undesignated beneficiaries which must be followed by the Navy in payment of gratuity in cases where no designated beneficiary is alive. The order of precedence is: any grandchild, parent, brother or sister, or grandparent shown to have been dependent upon the officer, enlistd man or nurse prior to his or her death (Public Law 269, 78th Congress).

• To authorize the Secretary of the Navy to accept, administer and expend gifts and bequests to the U. S. Naval Academy (P.L. 274).

• To amend the act making it a misdemeanor to stow away on vessels, fixing penalties of not more than $500 fine or one year's imprisonment, or both (P.L. 286).

• To authorize payment to former postal employees for postal duties performed while on furlough or leave or otherwise relieved of active military duty following their induction into the armed forces (P.L. 263).

Meanwhile, the so-called "G. I. Bill of Rights," which would grant various government benefits and services to aid the civilian readjustment of returning veterans of this war, was passed unanimously by the Senate and sent to the House.

At least a score of other bills are at various stages in the congressional mill, most of them under consideration in committees. These include proposals:

• To provide for payment in advance of pay and travel allowances already authorized by law to personnel in the armed forces and civilian officers and employees of the Navy and War Departments under certain conditions. (S. 966, by Senator Reynolds of North Carolina; passed by the Senate and sent to the House.)

• To give credit to enlisted men for active duty performed after their transfer to the Fleet Reserve in compating their retainer on retired pay. (H. R. 1822, by Representative Vinson of Georgia.)

Executive nominations for temporary service recently confirmed by the Senate:

• To be vice admiral: Robert C. Giffen, as Commander Caribbean Sea Frontier.

• To be rear admiral: Thomas L. Sprague, Allan E. Smith, Robert W. Hayler, Felix B. Stump, Alfred M. Pride, Bertram J. Rodgers, Theodore D. Ruddock Jr., Charles T. Joy, Francis C. Denebrink, Donald B. Duncan.

• To be commodore: Milton E. Miles, Thomas R. Kurtz, Burrell C. Allen, Marion C. Robertson, Charlton E. Battle Jr., John H. Magruder Jr., Paul S. Thiess, Homer W. Graf, Allen G. Quynn, Clifton E. Braine Jr., Howard A. Flanigan, George A. Seitz, and Leonard Doughty Jr.

Weather

(*Continued from Page 33*)

the occluded front, which results when a cold front overtakes a warm front, and the warm air mass is squeezed upward by two meeting masses of cold air. Storm areas associated with fronts may be used to conceal your approach to an enemy-held island. These same or new fronts may be used to get away from the enemy after the attack has been launched.

Fog

A blessing or curse in warfare as the case may be, fog may be defined as a cloud on the earth's surface, a visible condensation in the atmosphere of sufficient density to interfere with marine and aerial navigation. It consists of visible water droplets or ice particles, suspended in the atmosphere. Fog varies in depth from a few feet to many hundreds of feet. Its density also is variable, resulting in visibilities from near zero to as much as 1,100 yards. Above this limit, it is called haze.

Fog differs from other clouds in that it exists on the ground, or on the surface of bodies of water, while other clouds may be thousands of feet aloft. It differs from rain or mist in that its water or ice particles are more minute and suspended and do not fall earthward.

The atmosphere may be considered as a solution of water vapor in dry air. The amount of water vapor which the air can hold in solution depends on the temperature. The higher the temperature, the more water vapor the air can contain. For any given amount of water vapor, you can reduce the temperature just so much without condensing out liquid water particles. If the temperature drops below this point, some of the invisible water vapor must be condensed, but in the form of visible water droplets as the colder air can no longer retain it in solution.

The temperature at which the visible water droplets occur is called the dewpoint. This is a variable, based upon the amount of water vapor present in the atmosphere. The more water vapor present, the higher the dewpoint. Thus, the dewpoint is really an index of the amount of water vapor present in the air.

The temperature and the dewpoint may be made to coincide in two ways —by raising the dewpoint until it equals the temperature, or by lowering the temperature to the dewpoint. The first results from the addition of water vapor to the air by evaporation from water surfaces, wet ground or rain falling through the air. The second results from the cooling of the air by contact with a cold surface underneath. When the dewpoint and the temperature coincide, fog forms.

Fog dissipates first on the lee side of an island and is always most dense on the windward side. If you are looking for clear weather, try the lee side of an island or chain of islands. If you want fog, take the windward.

It's on the basis of such knowledge that our aerologists—as weathermen are known in the Navy—pick weather that will work in our favor—as they did at Attu, in the Marshalls and Gilbert raids, the invasions of North Africa and Sicily and other notable engagements in this war.

BuPers
POSTING MATTERS OF PARTICULAR INTEREST AND IMPORTANCE TO NAVAL PERSONNEL
BULLETIN BOARD

HOW AND WHEN YOU MAY VOTE (VI)

Public Law 277—78th Congress (the new servicemen's absent-voting law) became effective on 31 March 1944 without the approvel of the President.

Its terms do not change any of the statements regarding state absentee-voting laws which have appeared monthly in the INFORMATION BULLETIN since last December.

For the purpose of insuring uniform administration of the law, the United States War Ballot Commission has been established. The Commission was organized on 3 April. It elected Secretary of War Stimson as chairman and Secretary of the Navy Knox as vice-chairman. Rear Admiral E. S. Land, Administrator, War Shipping Administration, is the third member. Following the organization meeting, the following statement was issued by these three officials in their capacities as heads of their respective services:

"The Army, Navy and War Shipping Administration pledge their best efforts and their facilities to carry into effect the will of the Congress as expressed in the new serviceman voting act, Public Law 277.

"They will work with state authorities to facilitate and expedite the transmission and return of all balloting material, to the end that every soldier, sailor and member of the Merchant Marine and other civilian covered by the act who desires to vote shall have the opportunity to do so.

"Under the new law, the states have an essential role. Whether a serviceman can effectively vote by state absentee ballot depends in large part on the laws and on the cooperation of the election officials of the several states. Over three months ago the Secretaries of War and Navy stated, at the request of the Council of State Governments, the kinds of state laws that make it easier for the services to cooperate. By making their absentee voting laws simple and uniform, the states will help to eliminate practical difficulties.

"The policy of the Army, Navy and War Shipping Administration has been and will be to assist and encourage those under their jurisdiction to exercise their voting privileges, so far as practicable and compatible with military operations. Nothing must interfere with the primary duty which the services owe to the American people of bringing the war to a speedy and victorious end, and the Congress has affirmed this fundamental in the new act.

"The states can count on our doing our best, and we are relying upon their full cooperation."

The establishment of the commission, however, does not relieve the Navy Department from the responsibility of administering the law as it affects its personnel and certain civilians (the Red Cross, United Service Organizations and the Society of Friends) serving with its personnel.

The law deals with the use of two forms of absentee ballots: first, ballots provided under state law, and secondly, official Federal war ballots.

The law provides for the distribution of postcards to all servicemen of voting age not later than 15 August outside the United States and not later than 15 September within the United States prior to a general election at which electors for President or members of Congress are to be voted for. The law recommends to the several states the acceptance of such postcards as applications for state absentee ballots containing the names of candidates for Federal, state and local offices and as applications for registration under such states' election laws in both primaries and general elections. The majority of the states have provided that the postcards be so accepted.

The state may send the ballot by air mail free of postage.

As supplementary to the states' absentee voting procedures there is provided an "official Federal war ballot." It contains spaces for the writing in of the names of the candidates for President, Senator and Representative for whom the serviceman desires to vote in a general election.

No application is necessary in order to obtain this ballot. It will be furnished at the appropriate time (see semi-monthly N. D. Bul., 15 April, 44-419), by the commanding officer to:

1. A serviceman both inside and outside the United States if the governor of his state certifies prior to 15 July that his state has made no provision for absentee voting and that the use of the Federal ballot is authorized by the laws of such state, or

IF YOU LIVE IN ANY OF THE STATES LISTED
THIS INFORMATION OF VOTING IS OF INTEREST TO YOU

State	Primary date	Earliest date State will receive soldiers' applications for regular state absentee ballot covering all offices to be voted on	Latest date application for ballot will be received	Date on or before which executed ballot must be received back in order to be counted
Ala.	30 May	10 May	24 May	30 May
Calif.	16 May	At any time	10 May	Marked by 16 May, received by 1 June
Fla.	23 May	At any time	No time limit	23 May
Ga.	4 July	At any time	No time limit	4 July
Idaho	13 June	At any time	No time limit	13 June
Iowa	5 June	At any time	No time limit	5 June
Maine	19 June	At any time	No time limit	19 June
Minn.	10 July	At any time	No time limit	10 July
Miss.	4 July 29 Aug.	At any time At any time	No time limit No time limit	5 July 30 Aug.
N. J.	16 May	At any time	No time limit	16 May
N. Mex.	6 June	Absent voting is prohibited by the State Constitution		
N. C.	27 May	At any time	No time limit	27 May
N. Dak.	27 June	At any time	No time limit	27 June
Oreg.	19 May	19 April	8 May	13 May

2. A serviceman outside the United States if the serviceman states in his oath that, prior to 1 September, he made application for a state absentee ballot, but as of 1 October, has not received it and if the governor of his state certifies prior to 15 July that the use of the federal ballot is authorized by the laws of such state.

The states referred to in 1 and 2 immediately above will be determined by the War Ballot Commission on 15 July.

The law provides that the oath must be subscribed before a commissioned officer, any petty officer or a non-commissioned officer not below the rank of sergeant.

Both state absentee and federal war ballots from overseas must be returned by air, if possible.

There are provisions to prevent fraud, to protect voters against coercion of any sort and to safeguard the integrity and secrecy of the ballots.

Fourteen states will hold their primaries between the dates of 10 May and 10 July inclusive. The following has been prepared to stress certain procedures common to all and to point out provisions of state law of particular states.

The following seven points are emphasized:

1. The use of the printed postcard application, whether in the form prescribed in the previous law or in the new law, is permissible in the primaries of all states listed below, except New Mexico. The printed postcard application, which is presently available from the commanding officer, is the form prescribed by the previous law. It should be altered as provided in points 2 and 3 immediately following.

2. The applicant for a primary ballot must state his party affiliation or preference.

3. The applicant should print or type his name, service number and address under his signature on the postcard application.

4. The serviceman, upon receiving his absentee ballot, should execute it in accordance with instructions accompanying it and return it at once.

5. For the purpose of administering absent voters' oaths, the equivalent naval rating to that of a sergeant is petty officer third class.

6. No commissioned, warrant, non-commissioned or petty officer shall attempt to influence any member of the armed forces to vote or not to vote for any particular candidate.

7. Any question as to the eligibility of a serviceman to obtain a complete state ballot should be immediately referred to the secretary of state of the state of his residence.

ALABAMA holds its run-off Democratic primary on 30 May. There are no Republican primaries in Alabama.

The serviceman desiring to vote in the run-off Democratic primaries makes application to the probate judge of his home county not more than 20 days or less than 5 days before primary day. No special form of application is required. Registration and payment of poll tax are required by the state law in order to vote in this primary.

CALIFORNIA holds its primaries on 16 May.

The serviceman desiring a ballot may make application at any time. While registration is necessary under the state law affecting these primaries, if any applicant is not registered, a ballot will be forwarded to him with an accompanying affidavit. When the ballot and the affidavit are made out and received back in California, it will constitute registration.

FLORIDA holds its run-off primaries on 23 May.

One postcard application is sufficient for both the first primary, which was held on 2 May, and the run-off primary. If the serviceman did not make application prior to 2 May, he should at once make a postcard application for the run-off primaries on 23 May. The serviceman must be stationed outside the state. If an absent voter is not registered, his ballot will be counted for federal offices only.

GEORGIA holds its Democratic statewide primary on 4 July.

Application for an absent voter's ballot should be made to the county registrar of the home county of the applicant. Such application to be made by the member of the naval service, his relative or friend; and in such application there must be stated the name and address of the member of the naval service. Registration is required by the laws of Georgia affecting this primary. Application for registration must be made by the member of the naval service, his relative or friend on a form to be provided by the tax collector or tax commissioner of the county of the residence of the member of the naval service, or by stating on the postcard application that the serviceman applicant desires to be registered, indicating thereon the date of his birth. All citizens of Georgia become eligible to qualify as voters upon attaining their 18th birthday.

IDAHO holds its primaries on 13 June.

Registration is required by the state law affecting these primaries. If an applicant has failed to vote in the last general election, his registration is canceled. An absent serviceman may register by applying in writing under oath to the clerk of the board of commissioners of the county of his residence for a form of elector's oath, which if executed and returned before Saturday, 10 June, will constitute registration.

IOWA holds its primaries on 5 June.

No previous registration is required.

The servicemen desiring to vote in these primaries should make written application at once to the county auditor of the county in which he claims a voting residence. The applicant must state his residence (including street address, if any), his age, length of residence in the city or town, county and state and his party affiliation.

If the postcard application is used and includes the above information, it will be honored.

MAINE holds its primaries on 19 June.

Registration is required by the state law affecting these primaries. Upon receipt of the postcard application, the secretary of state will forward to the serviceman the form of application for absentee ballot prescribed by statute. The serviceman should fill out and forward this application at once to the election officials of the community of his residence.

MINNESOTA holds its primaries on 10 July.

Registration is required by state law in order to vote in these primaries. However, it may be made by or for any member of the armed forces of 21 years of age, or who will attain the age of 21 years on or before 10 July 1944, either by himself or by a parent, spouse, brother, sister or child (over 18 years of age), by filing a request therefor in the office of the county auditor of the county in which he was a resident prior to his entrance into the armed forces. A request for ballot in substantially the same form as that which is available from the commanding officer constitutes an application for both registration and an absentee ballot if the date of birth of the applicant is stated thereon. If an applicant is already registered, the postcard as obtained from the commanding officer will be honored as an application for an absentee ballot.

MISSISSIPPI holds its first primary on 4 July and its run-off primary on 29 August.

Registration is required by the state law. Those in the armed services may register by affidavit before 7 July, if the form for such affidavit is requested by a member of the naval service or anyone interested in such member. State absentee ballots may be requested by a member of the naval service or anyone interested in such member of the naval service. Such requests should be sent to the circuit clerk of the home county of the absentee voter or the secretary of the party executive committee of the county of the absent voter. Only one request for an absentee ballot is necessary for all primaries and elections held in the year the request is made. Payment of a poll tax is not required of those in the military service as a prerequisite to vote.

NEW JERSEY holds its primary on 16 May.

A serviceman desiring to vote may make application at any time for absent voter's ballot. No specified form of application is required. Registration is required by the state law affecting these primaries. Application for registration must be in person. Upon receipt of an application for an absent voters' ballot, a ballot for all federal, state and local offices will be forwarded.

NEW MEXICO holds its primaries on 6 June.

Because the state constitution prohibits absentee voting, the serviceman must vote in person if he desires to exercise his franchise.

NORTH CAROLINA holds its primaries on 27 May.

Application for an absentee ballot may be made at any time prior to the primary. It must be signed by the serviceman or in his name by a member of his immediate family. Registration is required by state law affecting these primaries. The application must show the precinct in which the applicant is registered. It should be addressed to the chairman of the board of elections of the applicant's home county. Receipt of a postcard application for ballot constitutes registration of an applicant otherwise qualified. Thereafter, the applicant will receive an absentee ballot for all Federal, State and local offices.

NORTH DAKOTA holds its primaries on 27 June.

The following is an excerpt from a memorandum from the Secretary of State of North Dakota:

"The absent voter's laws of the state of North Dakota pertaining to voting of persons in military service require that county auditors shall send ballots to every qualified absent voter in military service without application as quickly as the ballots are available. This means that if a county auditor has the address of such absent voter, nothing further is necessary. Therefore, the only requirement is that the absentee send the county auditor his address (or if he wishes, he may send it to the office of the secretary of state), the usual government postcard, some other postcard or a letter giving his voting residence and his present address and a ballot will be sent him.

"It is suggested that persons in military service notify the auditors of the address at least 30 days ahead of these dates."

OREGON holds its primaries on 19 May.

While registration is required by the state law affecting these primaries, if the applicant is not registered the receipt of the postcard application constitutes registration. Therefore, the serviceman desiring to vote, whether registered or not, should forward the registered application in order that it be received not later than 8 May. Upon receipt of the ballot, it should be executed at once and mailed in order that it be received back by 13 May.

BuPers BULLETIN BOARD

Policy Announced on Officer Promotions

A basic policy for wartime temporary promotion of officers of the regular Navy and the Naval Reserve, of the line and the staff corps, active and retired, was announced by BuPers on 30 March.

The first written policy on the subject, it includes the following new procedures:

(1) Monthly Alnavs for promotions of ensigns and lieutenants (junior grade) to the next higher rank.

(2) Promotion of retired officers on the same basis as those on the active list.

(3) Stated standards of minimum length of continuous active service in grade for eligibility for promotion to the next higher grade: 12 months for ensigns and lieutenants (junior grade), 18 months for lieutenants, 24 months for lieutenant commanders and commanders.

(4) A board of three officers not below the rank of captain to pass on recommendations for all out-of-line or spot promotions, with unanimous approval of this board required.

The following is the system for promotions on the active list:

Flag rank: From time to time the names and records of eligible officers are submitted by the Secretary of the Navy to a panel of officers of flag rank serving in the most responsible positions afloat and ashore for consideration for temporary promotion to rear admiral. This panel makes its recommendations directly to the Secretary of the Navy and from those recommended a promotion list is established. As the need for officers in the rank of rear admiral arises, officers whose names appear on the approved list are recommended to the President for nomination to the Senate. Officers are nominated by the President to the Senate for confirmation in the rank of commodore to fill specific billet assignments.

Lieutenants, lieutenant commanders and commanders: The promotion of officers of these ranks to the next higher respective ranks will be effected from lists of officers recommended for temporary promotion by selection boards or panels, convened approximately every six months. The desirable minimum continuous-active-service requirements in rank have been fixed at 18 months for lieutenant to lieutenant commander and 24 months from lieutenant commander to commander, and commander to captain.

Determination of the specific active-duty requirement in rank for eligibility for selection will be made by the Chief of Naval Personnel, after which the names of all officers of a given rank meeting the requirements will be listed for submission to the appropriate board or panel for consideration. Normally, the needs of the service will govern the eligibility requirements.

The promotion of lieutenants and lieutenant commanders to the next higher rank will be effected as soon as practicable after approval of the report of the selection board or panel. Promotions to the rank of captain, in the cases of those officers who are serving in captain's billets, will be effected as soon as practicable after approval of the report of the board; the remaining officers whose names appear on the approved report will be promoted when they are detailed to captain's billets. The service will be advised of the promotion of officers to the ranks of lieutenant commander and commander by Alnav or circular letter. Promotions to the rank of captain will be authorized by individual letters or by dispatch in those instances where immediate notification is necessary.

All line selection boards or panels will be composed of at least nine members. Staff corps boards or panels will be composed of at least five members of staff corps under consideration. One-third of the members of boards or panels considering reserve officers will be representative reserve officers. Every officer on the eligibility lists submitted to a board must be considered.

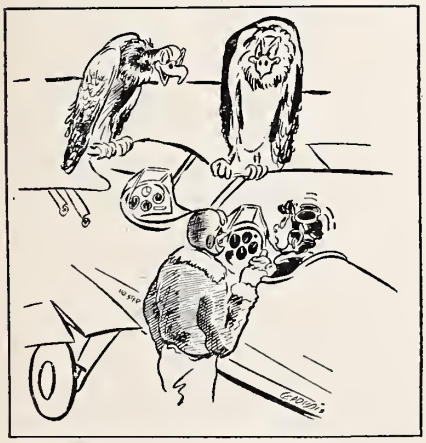
Ensigns and lieutenants (junior grade): Promotions of these officers to the next higher respective ranks will continue to be made en bloc by Alnav dispatches. Continuous-active-service requirement for promotion from each of these ranks has been fixed at not less than 12 months in rank and this period may be increased by the Chief of Naval Personnel as the needs of the service dictate. These promotions will be effected monthly.

As for retired officers, those on active duty in ranks of ensign or above will be eligible for temporary promotion on the retired list under the same general conditions set forth in the preceding paragraphs. Promotions to the ranks of lieutenant (junior grade) and lieutenant will be authorized en bloc; to the ranks of lieutenant commander and above promotions will be authorized only as a result of recommendations of selection boards convened at intervals of approximately six months.

Service eligibility requirements in all ranks of retired personnel will be based on continuous active duty in rank since 8 September 1939, and these requirements will be the same as set forth for officers on the active list.

In determining eligibility for promotion or selection, time served under a temporary appointment which continues in effect only for a specific duty assignment (spot appointment) will not be credited as active service in such rank. No spot promotions shall be made except as follows: (1) those to flag rank; (2) those for personnel attached to fleet or force units afloat, where it is definitely indicated that higher rank for the individual occupying a particular billet is essential for the administration of his duties; (3) those exceptional cases ashore which are clearly necessary in order to assign greater authority and responsibility to the incumbent, and which are approved by a board of three officers not below the rank of captain, to be appointed by the Secretary of the Navy. The unanimous recommendation of this board will be required before such an out-of-line promotion will be recommended to the Secretary.

BuPers does not expect to receive recommendations for spot promotions that do not meet these conditions.



Iowings (NAS, Ottumwa, Ia.)

"What makes you think you're not ready to solo?"

BuPers BULLETIN BOARD

Commanding officers are expected to exercise their authority to withhold the promotion of any officer, active or retired, who for any reason is considered not qualified to assume the higher rank.

In the first selection for promotions from lieutenant under the new system outlined above, approximately 4,400 lieutenants of the line and 1,800 of the staff corps were elevated to lieutenant commander by BuPers Circ. Ltr. No. 113-44 (semi-monthly N. D. Bul., 15 April, 44-445). This was the first bloc promotion of lieutenants to lieutenant commander since 1 July 1943. Some of the appointments rank from 1 March 1944, others from 15 March 1944.

Warrant Officers To Be Promoted By Block System

Application of the block system, by means of Alnavs, to the temporary promotion of warrant officers of the regular Navy and Naval Reserve, active and retired, to the rank of chief warrant officer has been announced by BuPers.

The continuous active service requirement for promotion of a warrant officer to the rank of chief warrant officer has been fixed at not less than 12 months in rank, and this period may be increased by the Chief of Naval Personnel as the needs of the service dictate.

In determining eligibility for promotion, time served under a temporary appointment which continues in effect only for a specific duty assignment (spot appointment) will not be credited.

Because of the new policy, individual recommendations for promotions of warrant officers to chief warrant rank are no longer desired. However, this does not prevent COs from recommending warrant officers or chief warrant officers for appointment to ranks of ensign and above.

(Details in Circ. Ltr. No. 104-44, semi-monthly N. D. Bul., 15 April, 44-436.)

New Yorker Edition Available to Stores

The *New Yorker* weekly magazine is offering to all ship's service stores a weekly miniature edition at four cents per copy, postpaid in any quantities. Orders should be sent to *The New Yorker*, 25 West 43rd Street, New York 18, N. Y.

Shortened Jumpers Officially Approved

Recently approved changes in Navy Uniform Regulations for enlisted men, contained in Circ. Ltr. No. 97-44 (semi-monthly N. D. Bul., 15 April, 44-383), were outlined originally in an article in the INFORMATION BULLE- of January 1944, page 67.

Blue jumpers now will hang straight, fully covering the top of the trousers, and eliminating the traditional "blouse." During the necessary period of transition from the old jumpers to the new, men will be permitted to wear the draw-string type of jumpers until the supply is exhausted or those in use are worn out.

Service Personnel May Use Shopping Service

A free shopping service for members of the armed forces is offered by Service Men's Service, Inc., 8 East 61st St., New York 21, N. Y. Service personnel, either overseas or in the U. S., may obtain gifts for wedding anniversaries, birthdays, Mother's Day or any other occasion, by naming the gift or purchase, enclosing a money order and sending it to the New York City address. This service likewise can be used to purchase for personal use articles not carried in ship's service stores.

Each order is given detailed, personal attention. Orders from overseas must comply with military postal regulations. If orders are sent sufficiently in advance, the shopping service will see that gifts for birthdays and other occasions arrive on the right day.

The service is sponsored by the Navy League of the United States.

Photo Interpreter Applications Sought

Until further notice, BuPers will consider applications through official channels from an increased number of reserve ensigns and lieutenants (junior grade) of A-V (S) classification for training at the School of Photographic Interpretation, U. S. Naval Air Station, Anacostia, D. C., to serve as photographic interpreters with naval units of the fleet and at advance bases.

A degree from an accredited college or university is required. Officers with degrees in geology, architecture or civil engineering, or with experience or training in the use of aerial photographs or in photogrammetry, are especially desired.

The latest class at the school was to convene about 1 May, and other classes will follow at intervals of ten weeks.

(Details in BuPers Circ. Ltr. No. 92-44, semi-monthly N.D. Bul., 31 March, 44-378.)

Personnel on Leave May Get Air Priority

Naval personnel on leave may be granted priority Class Four for air travel if (1) on leave from overseas stations and scheduled to return there upon termination of leave, (2) in a unit earmarked or alerted for duty outside the continental U. S. and granted last leave prior to departure, or (3) granted emergency leave due to death or serious illness of a member of immediate family—father, mother, sister, brother, husband, wife, child.

For instructions and details concerning granting of air priority to personnel on leave, see Circ. Ltr. No. 89-44, in the semi-monthly N.D.Bul., 31 March, 44-375.)

Policy Stated on Furnishing Addresses to Commercial Companies

The Bureau is receiving correspondence from commercial companies complaining that they cannot write their former employees now in the Navy, because they do not know their addresses.

As a policy of security, the Navy Department does not furnish mailing lists of naval activities to commercial companies. As a policy of expediting personal mail from families and friends, the Navy Department has not encouraged solicited letters of impersonal nature such as those to or from clubs, societies, commercial companies, etc.

It has always been taken for granted that if a man in the service wants more correspondence, he is always free to write to any legitimate correspondent. In so doing, and for security purposes, all personnel are cautioned to exercise care and judgment in their correspondence.

Enlisted Parachutist Insignia Unauthorized

The gold metal parachutist insignia is not and never has been authorized by the Navy. The insignia consists of wings, like those of a pilot, with a parachute in the center. Its wearing, absolutely unauthorized, has been noted among some men of the naval service.

BuPers BULLETIN BOARD

Regs Revised on Uniforms of CPOs, Cooks, Stewards And Naval Personnel Serving With Marine Forces

Several changes and additions to Navy Uniform Regulations have just been announced by BuPers.

A miniature cap device approximately three-fourths the size of the present cap device with the same design has been approved for CPO garrison caps, to be worn on the left side of the cap, two inches from the front edge.

The working uniform for chief cooks, chief stewards, and cooks and stewards is the same as that prescribed for CPOs (including both khaki and gray), except these men shall wear blue-black plastic buttons of so-called 30-line size and bearing the anchor design, regulation black bow ties and regular caps with cloth cover matching the color of their uniforms. The present "USN" cap device prescribed for chief cooks, chief stewards, and cooks and stewards remains unchanged.

Naval officers attached to Marine Corps organizations may wear the field uniform prescribed for Marine Corps officers but with the Navy miniature cap device, bronzed, instead of the Marine cap device.

Navy enlisted men with the marines must wear the Marine enlisted field uniform when so ordered and when it is furnished to them at no expense. Rated men will wear naval rating badges and distinguishing marks with blue markings (except for the red cross for hospital corpsmen) on a background to match the color of the uniform. Chief petty officers will wear their miniature cap device, bronzed.

(Detailed in Circ. Ltr. No. 97-44, semi-monthly N. D. Bul., 31 March, 44-383.)

Approval of SecNav Now Required for New Publications

Revision of regulations relating to ship and station newspapers, including a requirement for approval by SecNav before new publications may be established, has been announced by BuPers.

The revised regulations (BuPers Manual, Arts. E-7601, E-7602, E-7603 and E-7604) state that ships and stations may maintain newspapers as a positive factor in promoting the efficiency, welfare and contentment of personnel in building "ship's spirit."

(Details in Manual Circ. Ltr. 24-44, semi-monthly N. D. Bul., 15 April, 44-446.)



Bee Lines (Camp Peary NCTC, Williamsburg, Va.)

Disability Provision Available in U. S. Government Insurance

A person who has a U. S. Government Life Insurance (*not* National Service Life Insurance) policy in force, either under premium-paying conditions or as paid-up insurance by reason of completion of payment of premiums through the full premium-paying period of such policy, and any person who is eligible to apply for U. S. Government Life Insurance, has a valuable privilege which is often overlooked, namely, the opportunity to include in his policy the additional total disability provision granted under Section 311 of the World War Veterans Act, 1924, as amended.

For the payment of a small additional premium, provided the insured can meet good-health requirements as established by the Administrator of Veterans Affairs, the government will insure U. S. Government Life policyholders against *total* disability, not necessarily permanent, which continues for a period of four consecutive months or more before the insured attains the age of 65 years, and before default in the payment of any premium.

This feature should not be confused with the *permanent* total disability provision which is part of the policy, as it is separate and distinct. Nor should it be confused with any other pensions, having no relation whatever to them.

Under the latter provision, the disability for which benefits are payable must be such that it is reasonably certain that the disability will continue throughout the lifetime of the policyholder, and the face value of the insurance is reduced by payment of benefits. The difference is readily apparent when the following numbered paragraphs are studied.

The additional total disability provision furnishes the following benefits:

1. Pays to the insured a monthly income at the rate of $5.75 for each $1,000 of insurance. These payments start with the fifth consecutive month of continuous total disability and continue as long as the disability lasts. Any payments due the insured, but not paid during his lifetime, are paid to the beneficiary.

2. Premiums on the insurance policy and on the total disability provisions are waived for the period during which total disability benefits are paid.

3. Payments on account of total disability do *not* decrease the face value of the insurance.

4. Payments on account of total disability are independent of and are paid in addition to the permanent total disability benefits incorporated in the policy.

Application for the total disability provision should be made on Veterans Administration Form 866 if a policy is in force, on Veterans Administration Form 739 if applied for at the same time the original application for insurance is made, or may be made by any statement in writing sufficient to identify the applicant and the amount of insurance desired, accompanied by a report of physical examination and a remittance to cover the first monthly premium.

Premium rates for the additional total disability provision, when attached to an insurance policy bearing the same effective date, are listed in Veterans Administration Form 752, "Information and Premium Rates, U. S. Government Life Insurance," a booklet which is readily available at any naval activity.

All persons with U. S. Government Life Insurance in force, or who are applying for such insurance, may wish to consider this feature which affords generous protection at a low cost, and safeguards the insurance after the insured becomes temporarily disabled from any cause for four consecutive months or more before attaining the age of 65 years.

New Table of Discharges Issued

A revised "Table of Matters Relating to Discharge" (Art. D-9103 BuPers Manual), brought up to date to conform with approved changes and instructions, will be included in the next printed change to the BuPers Manual.

Major changes are that individuals discharged by reason of unsuitability or inaptitude may receive either a "good" or an "indifferent" character of discharge as warranted on their records, and individuals discharged due to expiration of enlistment, and for disability incurred in line of duty or existing prior to enlistment, may now receive a "good" character of discharge when marks of 2.5 in proficiency in rating and 2.75 in conduct are maintained. (Former requirements were 2.75 and 3.0).

The three types of discharge certificates now issued by the Navy are (1) Honorable Discharge, (2) Certificate of Discharge Under Honorable Conditions, and (3) Certificate of Unfavorable Discharge.

The complete table, as it will be issued, appears in the semi-monthly N.D. Bul., 31 Mar., 44-391. For information, the general provisions appear below:

TABLE OF MATTERS RELATING TO DISCHARGES

	Special provisions regarding discharges					Conditions affecting character of discharge					
REASON FOR DISCHARGE	[2]Travel allowance	Transportation in kind and subsistence	Issue suit of civilian clothes. Art. D-9115(4)	Cash allowance	Retain and wear uniform 3 mos. after discharge	General	[3]Minimum final average marks Prof.	Cond.	[4]Character of discharge	Types of discharge certificate	Form Nav Pers
[1]Expiration of enlistment	Yes	No	No	No	Yes	Not convicted by GCM or more than once by SCM (for exceptions see Art. D-9115 (7))	3.0	3.25	Honorable	Honorable	660
	Yes	No	No	No	Yes	Recommended or not recommended for reenlistment	2.5	2.75	Good	Under Honorable Conditions	661
	Yes	No	No	No	Yes	Not recommended for reenlistment —Marks below 2.5 prof. and 2.75 cond.			Indifferent	" "	661
Medical survey	Option of man	Option of man	No	No	Yes	Disability incurred in line of duty, not own misconduct	3.0	3.25	Honorable	Honorable	660
	Option of man	Option of man	No	No	Yes	Disability incurred as result of action against organized enemy. (See Art. D-9105(4)(e))			Honorable	Honorable	660
	Option of man	Option of man	No	No	Yes	Disability incurred in line of duty or existed prior to enlistment	2.5	2.75	Good	Under Honorable Conditions	661
						Marks below 2.5 prof. and 2.75 cond.			Indifferent	" "	661
	Option of man	Option of man	No	Yes	Yes	Disability due to own misconduct			Indifferent	" "	661
Convenience of Government	Yes	No	No	No	Yes	When directed by Bureau	2.5	2.75	Good	Under Honorable Conditions	661
Man's own convenience	No	No	No	No	Yes	" " " "	2.5	2.75	Good	" "	661
Dependency existed prior to enlistment	No	No	No	No	Yes	" " " "	2.5	2.75	Good	" "	661
Dependency arising since enlistment	Yes	No	No	No	Yes	" " " "	2.5	2.75	Good	" "	661
Minors enlisted without consent —Under 18 at time of discharge	No	Yes[5]	No	No	Yes	Not recommended for reenlistment			Good or Indifferent as warranted	" "	661
Unsuitability	Yes	No	Yes	Yes	No	Not recommended for reenlistment (Art. D-9110)			" "	" "	661
Inaptitude	Yes	No	Yes	Yes	No	Not recommended for reenlistment (Art. D-9111)			" "	" "	661
Unfitness	Yes	No	Yes	Yes	No	Authorized by Bureau or C.O. (Art. D-9112)			Undesirable	Unfavorable	662
Desertion without trial	No	No	Special	Yes	No	When authorized by Bureau			"	"	662
Trial and conviction by civil authorities	No	No	Special	Yes	No	" " " "			"	"	662
Fraudulent Enlistment	No	No	Yes	Yes	No	" " " "			"	"	662
Sentence of SCM—Immediate	No	No	Yes	Yes	No	[6]When so sentenced and approved by competent authority			Bad conduct	"	662
Sentence of GCM or SCM	No	No	Yes	Yes	No	[6]When directed by Bureau or C.O. after violation of probation			Dishonorable or Bad conduct	"	662
Sentence of GCM—Immediate	No	No	Yes	Yes	No	[6]When so sentenced and approved by competent authority			Dishonorable or Bad conduct	"	662
Sentence of GCM—After Prison	No	Yes	Special	Yes	No	Completion of sentence			Dishonorable or Bad conduct	"	662

1. Does not apply during period held beyond expiration enlistment during war or 6 mos. thereafter. Personnel Regular Navy may be discharged due to expiration enlistment only for purpose of immediate voluntary reenlistment. Reservists will not be discharged for expiration enlistment during war or period 6 mos. thereafter. When discharge by reason of expiration enlistment is permitted and effected, provisions this table apply.

2. Entries are shown as guide for convenience, but should not be considered authoritative. (See U. S. Navy Travel Instructions.)

3. Marks below 2.5 prof. or 2.75 conduct normally warrant indifferent character, and not recommended for reenlistment.

4. C.O. may recommend to BuPers a different character of discharge. (See Art. D-9102(3).)

5. Transportation in kind only.

6. See Art. D-9114(1).

BuPers BULLETIN BOARD

'Dishonorable Discharge'



USMC Headquarters Bulletin

"It is for their sake that I would like to have an honorable discharge."

Transfer of Souvenir Firearms Strictly Regulated

The green light is on for the importation, personally or through the mails, of certain items of captured enemy equipment if you follow the Navy's rules, as outlined in "Souvenir Collecting, Ltd.," in the January 1944 INFORMATION BULLETIN. But — if any such souvenir qualifies as a firearm under terms of the National Firearms Act, do not transfer it without first complying with the act.

DON'T — in capital letters — sell, assign, pledge, lease, loan, give away or otherwise dispose of a firearm until you are sure you have met all the requirements for legal transfer. That, says BuPers counsel, is the only safe course.

A firearm, according to the act, is (1) a shotgun or rifle wiith a barrel less than 18 inches in length; (2) any other weapon, except a pistol or revolver, from which a shot is discharged by an explosive, if the weapon can be concealed on the person; (3) a machine gun, or (4) a muffler or silencer for any firearm.

A machine gun means any weapon which shoots or is designed to shoot, automatically or semi-automatically, more than one shot by a single pulling of the trigger without a separate reloading operation each time a shot is fired.

Weapons that do not qualify as firearms under the act, and about which you needn't worry, so far as the act is concerned, are (1) a pistol or revolver which is not automatic or semi-automatic and which shoots only one shot by a single pulling of the trigger and (2) a rifle of .22 caliber or smaller, if its barrel is 16 inches or more in length.

The Internal Revenue Code imposes, with very few exceptions, a $200 transfer tax upon firearms transferred in the continental United States. The tax is only $1 for any firearms with two attached barrels, 12 inches or more in length, from which only a single shot can be fired from either barrel without manual reloading.

Any firearm which is unserviceable and which is transferred as a curiosity or ornament is exempt from any tax, but you must fill out and file Treasury Form No. 5 (Firearms) to cover its transfer.

Unserviceable firearms are those permanently rendered incapable of use. Merely removing a part is not enough. Welding the firing parts together will serve the purpose.

The forms necessary for compliance with the act may be secured by writing the nearest Collector of Internal Revenue, or the Commissioner of Internal Revenue, Washington 25, D. C.

Procedure for securing Navy permission to bring back or mail firearms home to be held for you is outlined in the concluding paragraphs of the INFORMATION BULLETIN article mentioned in the first paragraph.

The first step in recording possession of your souvenir firearm is the execution at the time of importation of Treasury Department Form No. 6 (Firearms). If you don't have a copy of this form, it is pretty safe to assume the U. S. Customs Service will, because you must clear customs when returning to the United States. From then on, the firearm cannot be transferred in the continental United States without executing Form 5, if exempt, or Form 4 (Firearms), if not exempt, and paying the required tax.

The National Firearms Act was passed to combat the gangsters who once made a pastime of toting sub-machine guns, sawed-off shotguns and automatics. Through this law and others the government seeks to control every aspect of the manufacture, transportation and transfer of firearms. Registration of firearms is part of the scheme.

The National Firearms Act makes it unlawful for any person to receive or possess any firearm which has been transferred at any time in violation of its provisions. Conviction for any violation of the act may entail a fine of $2,000 or five years' imprisonment, or both. In addition, the firearm is subject to confiscation.

The month's Alnavs in brief appear on page 47 of this issue.

State Laws Governing Marriages*

(including material especially applicable to naval personnel)

NOTE: Where a state requires a medical or physical examination, or both, unless otherwise stated the examination is for syphilis only. Where both parties need not be present when filing application for the license, but the state requires a medical or physical examination, or both, it is understood that the party filing application has both certificates with him.

STATES	Is a medical examination required? If so, how long will it be honored?	Is a physical examination required?	Is the Navy permitted to make these tests?	Must the examination reports be on the State form?	Is there a waiting period between the application for the License and its issuance? If so, how long?	May this waiting period be waived?	Must both parties be present when filing application for the License?	Minimum age for issuance of the License with parents' consent	Minimum age for issuance of the License without parents' consent	Civil or religious ceremony	Miscellaneous
ALABAMA	Yes. 15 days	No	See Note 1	Yes	No		See Note 2	Male 17–Female 14	Male 21–Female 18	Both	None
ARIZONA	No	No			No		Yes	Male 18–Female 16	Male 21–Female 18	Both	2 witnesses req'd.
ARKANSAS	No	No			No		Yes	Male 17–Female 14	Male 21–Female 18	Both	See Note 3
CALIFORNIA	Yes. 30 days	Yes	Yes	Yes	No		Yes	Male 18–Female 16	Male 21–Female 18	Both	None
COLORADO	Yes. 30 days	See Note 4	Yes	See Note 5	No		No	See Note 6	Male 21–Female 18	Both	None
CONNECTICUT	Yes. 40 days	No	See Note 7	See Note 8	Yes. 5 days	See Note 9	Yes	Both sexes 16	Both sexes 21	Both	None
DELAWARE	No	No			See Note 10	No	Yes	Male 18–Female 16	Male 21–Female 18	Both	See Note 11
DIST. OF COL.	No	No			Yes. 5 days	No	See Note 12	See Note 13	Male 21–Female 18	Both	See Note 14
FLORIDA	No	No			No		Yes	See Note 15	Both over 21	Both	None
GEORGIA	No	No			See Note 16	See Note 17	See Note 18	Male 17–Female 14	Male 21–Female 21	Both	None
IDAHO	Yes. 30 days	Yes	Yes	Yes	No		See Note 19	No minimum age	Both over 18	Both	None
ILLINOIS	See Note 20	Yes. For both	Yes	See Note 21	No		Yes	Male 18–Female 16	Male 21–Female 18	Both	None
INDIANA	Yes. 30 days	Yes	Yes	Yes	No		No	Male 18–Female 16	Male 21–Female 18	Both	None
IOWA	Yes. 20 days	Yes	Yes	No	No		See Note 22	Male 16–Female 14	Male 21–Female 18	Both	None
KANSAS	No	No			No		See Note 23	See Note 24	Male 21–Female 18	Both	None
KENTUCKY	Yes. 15 days	Yes	No	Yes	No		Yes	Male 16–Female 14	Both over 21	Both	None
LOUISIANA	See Note 25	See Note 26	Yes	No	No		No	Male 18–Female 16	Both over 21	Both	2 witnesses req'd.
MAINE	Yes. 30 days	No	Yes	Yes	Yes	See Note 27	No	Both over 16	Male 21–Female 18	Both	See Note 28
MARYLAND	No	No			Yes. 48 hours	See Note 29	No	None specified	Male 21–Female 18	Religious only	None
MASSACHUSETTS	Yes. 30 days	No	Yes	Yes	Yes. 5 days	See Note 30	See Note 31	Male 18–Female 16	Male 21–Female 18	Both	None
MICHIGAN	See Note 32	Yes	Yes	Yes	Yes. 5 days	See Note 33	No	Male 18–Female 16	See Note 34	Both	2 witnesses nec.
MINNESOTA	No	No			Yes. 5 days	See Note 35	No	Male 18–Female 16	Male 21–Female 18	Both	See Note 36
MISSISSIPPI	No	No			See Note 37		Yes	None specified—	Male 21–Female 18	Both	None
MISSOURI	Yes. 15 days	No	Yes	No	No		Yes	None specified—	Male 21–Female 18	Both	None
MONTANA	No	No			No		See Note 38	Male 18–Female 16	Male 21–Female 18	Both	None
NEBRASKA	Yes. 30 days	No	Yes	Yes	No		Yes	Male 18–Female 16	Both over 21	Both	None
NEVADA	No	No			No		Yes	Male 18–Female 16	Male 21–Female 18	Both	None
NEW HAMPSHIRE	Yes. 30 days	No	Yes	Yes	Yes. 5 days	See Note 39	Yes	None specified	Male 20–Female 18	Both	None
NEW JERSEY	Yes. 30 days	No	Yes	Yes	Yes. 3 days	See Note 40	See Note 41	None	Male 21–Female 18	Both	None
NEW MEXICO	No	No			No		Yes	None specified	Male 21–Female 18	Both	2 witnesses req'd.
NEW YORK	Yes. 30 days	No	Yes	See Note 42	Yes. 24 hours	See Note 43	Yes	Male 16–female 14	Male 21–Female 18	Both	See Note 44
NO. CAROLINA	See Note 45	See Note 46	Yes	Yes	No		Yes	Male 15–Female 14	Both over 18	Both	See Note 47
NORTH DAKOTA	Yes. 30 days	No	No	Yes	No		See Note 48	Male 18–Female 15	Male 21–Female 18	Both	None
OHIO	Yes. 30 days	No	No	Yes	Yes. 5 days	See Note 49	Yes	Male 18–Female 16	Both over 21	Both	See Note 50
OKLAHOMA	No	No			No		See Note 51	Male 18–Female 15	Male 21–Female 18	Both	See Note 52
OREGON	See Note 53	See Note 54	See Note 55	Yes	See Note 56	No	No	Male 18–Female 15	Male 21–Female 18	Both	See Note 57
PENNSYLVANIA	Yes. 30 days	Yes	Yes	Yes	Yes. 3 days	See Note 58	Yes	Both sexes 16	Both sexes 21	Both	None
RHODE ISLAND	Yes. 30 days	See Note 59	Yes	Yes	See Note 60	No	Yes	Male 18–Female 16	Both over 21	Both	See Note 61
SO. CAROLINA	No	No			No		Yes	Male 18–Female 14	Both over 18	Both	None
SOUTH DAKOTA	Yes. 20 days	Yes	Yes	No	No		Yes	Male 18–Female 15	Male 21–Female 18	Both	1 witness req'd.
TENNESSEE	Yes. 30 days	See Note 62	Yes	Yes	See Note 63	No	No	Both sexes 16	Fem. only; under 18	Both	None
TEXAS	Yes. 30 days	No	Yes	Yes	No		See Note 64	Male 16–Female 14	Male 21–Female 18	Both	None
UTAH	Yes	No	Yes	Yes	No		Yes	Male 16–Female 14	Male 21–Female 18	Both	2 witnesses req'd.
VERMONT	Yes. 60 days	No	Yes	See Note 65	Yes. 5 days	See Note 66	No	Both sexes 16	Male 21–Female 18	Both	None
VIRGINIA	Yes. 30 days	Yes	Yes	See Note 67	No		See Note 68	Male 17–Female 15	Both sexes 21	Both	See Note 69
WASHINGTON	No	No			Yes. 3 days	See Note 70	See Note 71	See Note 72	Male 21–Female 18	Both	None
WEST VIRGINIA	Yes. 30 days	Yes	Yes	Yes	See Note 73	See Note 74	No	Male 18–Female 16	Both over 21	Both	See Note 75
WISCONSIN	See Note 76	See Note 77	Yes	No	Yes. 6 days	See Note 78	See Note 79	Male 18–Female 15	Male 21–Female 18	Both	See Note 80
WYOMING	Yes. 30 days	No	No	Yes	No		See Note 81	Male 18–Female 16	Both sexes 21	Both	2 witnesses req'd.

NOTES:

1. Yes, if the base is located in the state. Otherwise the examination must be made by a physician licensed to practice medicine in the state of Alabama.

2. No. Any friend of the parties can obtain the license, provided said friend can answer all questions on the application, and has physician's certificates.

3. Minister must have a certificate of authorization from the county clerk.

4. Yes, for syphilis and gonorrhea.

5. No. If other state certificate used contains same information as that of Colorado, that certificate will be accepted. For reports done by Army, Navy, etc., Colorado form must be used.

6. License is not dependent upon the age of applicants, but the burden is placed upon the officiating clergyman to see that no male under 21 or female under 18 is married without parents' consent.

7. No. But may be made by all state departments of health, U.S.P.H.S. of Staten Island, N. Y., and Health Dept. of Washington, D. C.

8. No, but Connecticut form preferred.

9. Yes. Request should be made to the probate judge.

10. Yes, 24 hours for state residents and 96 hours for non-residents.

11. Minister must be registered with the State Registry of Vital Statistics. Two witnesses required.

12. No. May be done by either of the contracting parties, or by some friend or relative who has knowledge of the facts pertaining thereto, and who is competent to take an oath that statements he makes are true.

13. Male 18, female 16. Father must give consent. If father is dead, mother may give consent.

14. Minister must be authorized by the District Court of the U. S. District of Columbia.

15. Male 18, female 16. Statements by parents must be notarized.

16. If both parties are over 21, there is no waiting period. If one or both parties are under 21, there is a five-day waiting period.

17. Yes, if parent or guardian appears in person and consents to the marriage.

18. Yes. Satisfactory proof of age must be made, either by personal appearance, birth certificate, affidavit of two additional

** Compiled by the Chaplain's Office, U. S. Naval Amphibious Training Base, Solomons, Md., and distributed by the Chaplain's Division, BuPers, in March, 1944, as NAVPERS-2042*

persons as to age of contracting parties.

19. Yes, or someone who is well acquainted and can make the affidavit for the missing party.

20. Yes, for syphilis and gonorrhea. Good for 15 days.

21. No, but Illinois form preferred.

22. No, but both must be present when license is purchased.

23. No. Either party, or a third person acting on behalf of the people wishing a license, may be given the license.

24. Male 18, female 16. Father's consent necessary. If he be dead, mother or guardian may give consent.

25. Yes, necessary for the male only. Good for 15 days.

26. Yes, necessary for the male only.

27. Yes. Request must be made to the municipal judge.

28. Minister must have certificate from State Secretary authorizing him to officiate.

29. Yes, for members of the armed forces.

30. Yes. Request should be made to the clerk at the counter.

31. If neither party is a resident of the state, both parties must appear together to file intentions at the office of the city clerk or registrar in the city in which they intend to be married. If only one party is a resident of the state, that party may file for both in the place of residence. Nothing is required from the home state of the non-resident party. If both are residents of the same city in Massachusetts, one party being in the service, the other party may file for both. If they are residents of separate cities in Massachusetts, one party being in the service, the other party may file for both in each city. (Two licenses are required when the parties are residents of separate cities in the Commonwealth.) Except in the case where neither party is a resident of the state, the license may be used anywhere in the state. Where neither party is a resident, the license must be used in the city where it was granted.

32. Yes, for syphilis and gonorrhea. Good for 30 days.

33. Yes. Request should be made to the county probate judge.

34. Only when female is under 18. No minimum for the male.

35. Yes. Request should be made to the district judge.

36. Two witnesses required. Minister must have certificate from the clerk of the district court of some county in the state.

37. If both parties are of age, there is no waiting period. If one, or both parties, are under age, and do not have parents with them to give consent, then a letter is sent by registered mail. If no answer is received within a reasonable time, the license is then issued, as Mississippi takes no answer as a consent.

38. No. Either one of the parties, or a friend, may procure the license.

39. Yes, by both parties signing a petition, that a waiver is requested, at the time of application.

40. No. However, it is legally possible for one applicant to apply for a license at least three days before the hour set for the ceremony. The application must be completed by the other party 24 hours before the ceremony at which time the license may be obtained from the issuing officer. It is not good for use, however, until 24 hours after the hour of issue stated upon the marriage license.

41. Yes, accompanied by one identifying witness who must be of legal age and a resident of the municipality where the application is filed.

42. No, but New York form is preferred.

43. Yes, for members of the armed forces.

44. One witness in addition to the officiant.

45. Yes, for syphilis and gonorrhea. Good for 14 days.

46. Yes, for syphilis and gonorrhea. If one party is a civilian, physical examination must be made by a physician licensed to practice medicine in North Carolina.

47. One or more witnesses necessary.

48. Yes. Each must file an affidavit as to divorce, either that they have never been divorced or, if so, to file a copy of the divorce decree.

49. Yes, for members of the armed forces.

50. Minister must obtain a license to officiate from the probate judge.

51. No. Another person may purchase the license.

52. Minister must file his credentials with the county judge; two witnesses required.

53. Yes, for syphilis and gonorrhea. Good for ten days.

54. Yes, for gonorrhea only.

55. Yes, if Navy doctor is residing in the state. Otherwise examinations must be made by a resident physician of Oregon.

56. Yes, five days. Application is filed one day, there are three intervening days, and the license is isued on the fifth.

57. Clergyman must file credentials with the county clerk. Two witnesses required.

58. Yes. Request must be filed with the court. Person wishing a waiver should write to the county where he intends to apply for health form, as each court has jurisdiction over that judicial district.

59. Yes, for syphilis, gonorrhea and tuberculosis.

60. Yes, five days. Five days must elapse between date of issuance and date marriage is to take place. This applies to non-residents.

61. Clergyman must secure a license from the clerk of the town or city. Two witnesses required.

62. Yes, for syphilis and gonorrhea.

63. Yes. If female is under age of 18, there is a waiting period of three days. If both are of age, there is none.

64. No. Anyone who can swear to the age of the parties may procure the license. Parties must be of age.

65. No, but report must be presented to the State Board of Health for state certificate to be signed by applicant.

66. Yes, for members of the armed forces.

67. If report is from another state, the report must be on Virginia form; but if from a service hospital, or dispensary, report will automatically be transferred to Virginia form at time of application.

68. Yes, except in emergency cases. Application for the license may be filled in and signed before the commanding officer of any base or unit.

69. Surety bond is required of clergyman before authorization by circuit court to perform the ceremony.

70. Yes, to members of the armed forces.

71. Yes, if both parties are in the state. However, if one party is in another state, affidavit can be sent and notarized there.



The Mainsheet (NTS, Bainbridge, Md.)

"But Wilbur, dear, do you think it's all right?"

72. None for the male. Female 15.

73. Yes, three days after filing application.

74. Yes. Request should be made to judge of circuit court for county in which application is filed.

75. Minister's credentials to perform marriage issued by either circuit court or county court. Surety bond of $1500 is required.

76. Yes, for syphilis. Also for gonorrhea only if history of disease, and at the physician's discretion. Good for 15 days.

77. Yes. Examination for syphilis necessary for male only. Examination for gonorrhea necessary for both.

78. Yes. Residents and servicemen who have been in the state over 30 days may secure special dispensation waiving five-day waiting period.

79. No. One party may make application on Wisconsin form before person's own county clerk, if in another state.

80. Ministers must receive certificate from clerk of circuit court in order to be authorized to perform marriage ceremony. Two witnesses required.

81. No. However, if one of the applicants appears alone, they must be accompanied by a witness.

Second Playwriting Contest Announced

Plans for a second playwriting contest for men and women of the armed forces have been announced by the National Theater Conference.

There will be two divisions of the contest. Material mailed by servicemen on duty within the U. S. will be entered in the Camps Division, and from personnel outside the U. S. in the Overseas Division. Awards and judging in the five classes of writing will be separate for the two divisions.

These five classes are: long plays, 1½ to 2 hours' playing time; one-act plays, 20 to 40 minutes' playing time; skits and blackouts, 1 to 10 minutes; musical comedies, 1 to 2 hours; radio plays, (a) dramatic scripts of approximately 28 minutes, and (b) "spot" scripts not exceeding 7 minutes.

Prizes totaling $1,500 will be awarded the winners. Authors of promise are to be recommended by the judges for postwar fellowships and scholarships with an aggregate value of approximately $12,000.

The contest opened on 1 May 1944. To be eligible for the Camps Division, manuscripts must be postmarked not later than 1 November 1944, and for the Overseas Division, not later than 1 December 1944. Announcement of prize winners in both divisions will be made on 1 March, 1945.

Manuscripts submitted must be typed or written in a legible hand on one side of the paper only. The sheets should be bound together and numbered, the cover or top page being marked clearly with the title of the play, its class of writing, the author's

name and military rank, and both his military and permanent addresses. Essential music, bound together with the text, should be complete with lyrics and scores. Since the National Theater Conference will not be responsible for lost manuscripts, two copies of each play should be mailed, in case one is misplaced in the process of administering the competitions. No manuscript will be returned to the owner, unless it is accompanied by adequate postage and a specific request.

The author retains the power to protect his rights insofar as they apply to publication, and to motion picture, radio, and professional stage production. Rights for the use of manuscripts in soldier and sailor entertainment programs, however, will be granted without royalty. The rights of all amateur civilian production and distribution will be controlled by the National Theater Conference, with royalty payable to the author under conditions approved by him.

Upon the manuscript the contestant must state over his signature that his entry is submitted in accordance with the terms of the contest.

Manuscripts should be addressed to: Second Playwriting Contest, National Theater Conference, Western Reserve University, Cleveland (6), Ohio.

Officers Assigned to Ships Fitting Out May Draw Per Diem

Officers who are held over for a longer period than originally anticipated while on duty in connection with fitting out vessels, and thus subjected to greater personal expense, now may have mileage orders changed to the usual per diem basis.

Under a recent interpretation of law on the subject by the Comptroller General, per diem may be paid where mileage is deemed insufficient (See Circ. Ltr. No. 48-44, semi-monthly N.D. Bul., 29 Feb., 44-229). Because this letter did not cover cases of officers mentioned above, it was revised by Circ. Ltr. No. 103-44 (semi-monthly N.D. Bul., 31 March, 44-389).

This circular letter modifies all outstanding orders affecting officers involved, effective as of 30 March 1944, to give them the benefit of per diem for the remainder of their duty in fitting out vessels.

The modification is not retroactive and payment of per diem for such duty performed in mileage status prior to 30 March 1944 will not be considered by BuPers under any circumstances, by stipulation of the Comptroller General.

Designators Announced For Three New Ratings

Designators for the special qualifications of three enlisted ratings are announced in Circ. Ltr. No. 91-44 (semimonthly N.D.Bu., 31 March, 44-377.) They are: SM, salvage mechanic, for use with various rates; PhM(DP), dental prosthetic technician; and Sp(X)3c(SB) for telephone switchboard operators. Only switchboard supervisors are entitled to a Sp(X)(SB) rating higher than third class.

Qualifications Published For Five New Ratings

Qualifications are published in the semi-monthly N.D. Bul. of 31 March 1944 for all grades of the following ratings:

Specialist C (classification interviewer).

Aviation machinist's mate F (aviation flight engineer).

Sonarman H (harbor defense).

Qualifications are published in the semi-monthly N. D. Bul. of 15 April 1944 for all grades of these recently established ratings:

Specialist W (chaplain's assistant).

Painter (V) (Aircraft painter).

Courses Suggested For Prospective Submarine Officers

Suggested courses for preliminary study by candidates awaiting assignment to the officers' class of the Submarine School, New London, Conn., have been outlined by BuPers.

Candidates for this training must meet one of the following basic requirements: (1) engineering degree in mechanical, electrical, civil, industrial or chemical engineering; (2) excellent background and record in mathematics and the sciences; (3) practical experience in operation or maintenance of machinery.

Candidates with an engineering degree are urged to make a refresher study of electrical engineering while awaiting assignment to submarine training. Officers otherwise qualified, who contemplate applying for assignment to the school after a period of duty on surface ships and who have had no previous study or training in electrical engineering, are urged to make a preliminary study of this subject while awaiting assignment.

Although officers with no previous training along this line may successfully complete the course, most failures arise from the students' inability to acquire in three months of instruction sufficient engineering knowledge to render efficient service aboard a submarine.

Suggested textbooks for this study which may be found in the ship's library are: *Elements of Electrical Circuits and Machinery,* Blaylock; *Electrical Engineering, Vol. I,* Dawes, and *Bureau of Naval Personnel Training Courses for Electrician's Mates.*

(Details in Circ. Ltr. No. 83-44, semi-monthly N.D. Bul., 31 March, 44-369.)

Two Changes Made In Nurses' Uniform

Two changes in the uniform for members of the Navy Nurse Corps have been announced.

Nurses now are authorized to wear the cap insignia of commissioned officers, with a similar black mohair band and without gold strap or buttons. This authority is derived from the recent act of Congress giving nurses commissioned rank corresponding to their previous relative rank, for the duration and six months thereafter.

Also authorized for the nurses is a slate gray dress, the wearing of which is optional.

The dress will be plain, one piece, double-breasted, with notched revers and collar, long sleeves with two-button cuff, blue-black plastic buttons, six-gore skirt with full kick pleat center front, and provided with a loose belt. It may be made in plain weave cotton, rayon or tropical worsted. The color will conform to that of the gray officers' working uniform.

The Navy Nurse Corps miniature insignia is to be worn on the left lapel of the gray dress and the miniature rank insignia on the right lapel. No sleeve insignia or shoulder marks will be worn.

A gray garrison cap or gray cap cover for the present cap, black shoes, beige hose, and gray gloves will be worn with the gray uniform.

Service dress white will be worn at official and social occasions where formal or semi-formal summer civilian dress would be appropriate.

Authority for the slate gray dress for nurses was contained in a letter from SecNav to the Permanent Naval Uniform Board dated 11 April 1944.

BuPers BULLETIN BOARD

First Aviation Rating Courses Nearly Ready For Distribution

Distribution of the first eight titles in the series of aviation rating courses has been temporarily delayed, but automatic shipments to aviation activities and the filling of separate requisition already received will be commenced in the near future. The first titles to be distributed are:

10303—Introduction to Airplanes
10305—Blueprint Reading and Layout Work
10311—Fundamentals of Electricity
10313—Aircraft Communications
10315—Aircraft Electrical Systems
10322—Aircraft Welding
10332—Aircraft Hydraulic Equipment
10334—Aircraft Engines

All shipments of the remaining 22 titles will be made in groups of eight or ten when the manuals are received from the publishers. Since Navy training courses are not issued by BuPers direct to enlisted personnel, those desiring to study courses for advancement in rating should consult their training officers. Following are other titles to be distributed:

NAVPERS
10301—Enlisted Men's Guide to Aviation Ratings
10302—Ed. Officer's Guide to Aviation Ratings
10304—Mathematics
10306—Hand Tools
10312—Aircraft Radio Equipment
10314—Advanced Work in Aircraft Radio
10316—Advanced Work in Aircraft Electricity
10321—Aircraft Metals
10323—Aircraft Metal Work
10331—Airplane Structures
10333—Aircraft Instruments
10335—Aircraft Fuels Systems
10336—Aircraft Propellers
10341—Aircraft Armament
10342—Aircraft Fire Control
10343—Aircraft Munitions
10351—Parachutes
10361—Aerology I
10362—Aerology II
10371—Photography I
10372—Photography II
10391—Transport Airmen (Specialist (V))

Training officers may order titles from BuPers (Training Division), Washington, 25, D. C.; Educational Officer, Eleventh Naval District, San Diego, Calif., or Educational Officer, Fourteenth Naval District, Pearl Harbor, T. H.

Following are the courses required for all classes of each aviation rating:

Aviation radioman—10303, 10304, 10306, 10311, 10312, 10313 and 10314.

Aviation electrician's mate — 10303, 10304, 10305, 10306, 10311, 10315 and 10316.

Aviation radio technician—10303, 10304, 10305, 10306, 10311, 10312 and 10314.

Aviation metalsmith — 10303, 10304, 10305, 10306, 10321, 10322 and 10323.

Aviation machinist's mate — 10303, 10304, 10305, 10306, 10331 and 10334.

Aviation ordnanceman—10303, 10304, 10305, 10306, 10341, 10342 and 10343.

Parachute rigger—10303, 10304, 10305 and 10351.

Transport airman—10391.

Aerographer's mate—10303, 10304, 10361 and 10362.

Photographer's mate — 10303, 10304, 10371 and 10372.

Aviation bombsight mechanic—10303, 10304, 10305, 10306, 10341, 10342 and 10343.

Aviation carburetor mechanic—10303, 10304, 10305, 10306, 10331, 10334 and 10335.

Aviation hydraulics mechanic—10303, 10304, 10305, 10306, 10331, 10332 and 10334.

Aviation instrument mechanic—10303, 10304, 10305, 10306, 10331, 10333 and 10334.

Aviation propeller mechanic — 10303, 10304, 10305, 10306, 10331, 10334 and 10336.

Aviation flight engineer—10303, 10304, 10305, 10306, 10311, 10315, 10331, 10332, 10333, 10334, 10335 and 10336.

Aviation turret mechanic—10303, 10304, 10305, 10306, 10311, 10332, 10341, 10342 and 10343.

Training course and progress test and examination manuals for pharmacist's mate first class are now ready for distribution upon receipt of a request from the commanding officer of a naval activity.

A pamphlet, *Most Used Navy Terms —3,000 Terms in Gregg Shorthand*, is now available in limited quantities to supplement the *Gregg Shorthand Manual*. Educational officers are advised to request this supplement only for issue to personnel who use Gregg shorthand frequently in connection with their duties. These copies are official, for repeated reissue until worn out. Enlisted men who wish to obtain personal copies should address their request to the Gregg Publishing Co., 270 Madison Ave., New York, N. Y. The price is 50 cents.

Seattle Housing Situation Acute

Warning of an acute housing shortage in the Seattle area has been received from the Commander, Fleet Operational Training Command, Pacific.

Due to this shortage, it is suggested that officers assigned to Seattle, for duty in fitting out new vessels or to billets on these vessels as they are commissioned, leave their wives and children at home. Bedding is not furnished in most of the few apartments which are available. Dishes or silver can be purchased for a nominal amount.

Comic Books Offered At Special Rate

Naval personnel may subscribe to *Classic Comics* at the special rate of $1.50 for 20 issues postpaid, BuPers has been informed by the Gilberton Company, 510 Sixth Ave., New York City, publisher. This series of comics illustrates such classics as *The Three Musketeers*, *Robin Hood*, etc. Subscribers may expect to receive a new copy about every six weeks. Subscriptions should be forwarded direct to the publisher.

DISTRIBUTION of the INFORMATION BULLETIN

By BuPers Circular Letter No. 162-43 (appearing as R-1362 in the Navy Department Bulletin of 1 September 1943), the Bureau directed that appropriate steps be taken to insure that all hands have quick and convenient access to the BuPers INFORMATION BULLETIN, and indicated that distribution should be effected on the basis of one copy for each ten officers and enlisted personnel to accomplish the directive.

In most instances, the circulation of the INFORMATION BULLETIN has been increased in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each ten officers and enlisted personnel. Because intra-activity shifts affect the Bureau statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issue.

Normally copies for Navy and Coast Guard activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

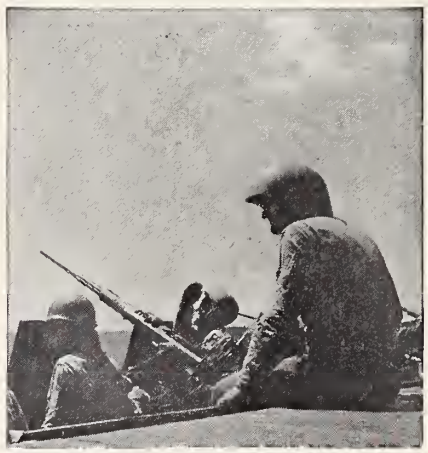
Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corps, on the present basis of two copies per unit, down to and including the company. Requests from Marine Corps activities should be addressed to the Commandant.

It is pointed out that the pro-rata distribution does not allow for personal copies, and that if every magazine is to have its ten readers, it must be passed along and not retained for private use.

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THIS MONTH'S COVERS



Alerted gunners man 20-mm. antiaircraft weapons aboard a U. S. Navy carrier striking against the Japanese in the Marshall Islands. INSIDE FRONT COVER: U. S. marines clamber down cargo nets from an LST to smaller landing craft for the assault on Kwajalein, first target of the amphibs in the Marshalls. (For a report on the Marshalls under new management, see page 4) OPPOSITE PAGE: Silhouetted against the gray light and film-like spray are these men of a U. S. Navy warship as another vessel draws alongside to take on fuel somewhere at sea. (Official U. S. Navy photographs.)

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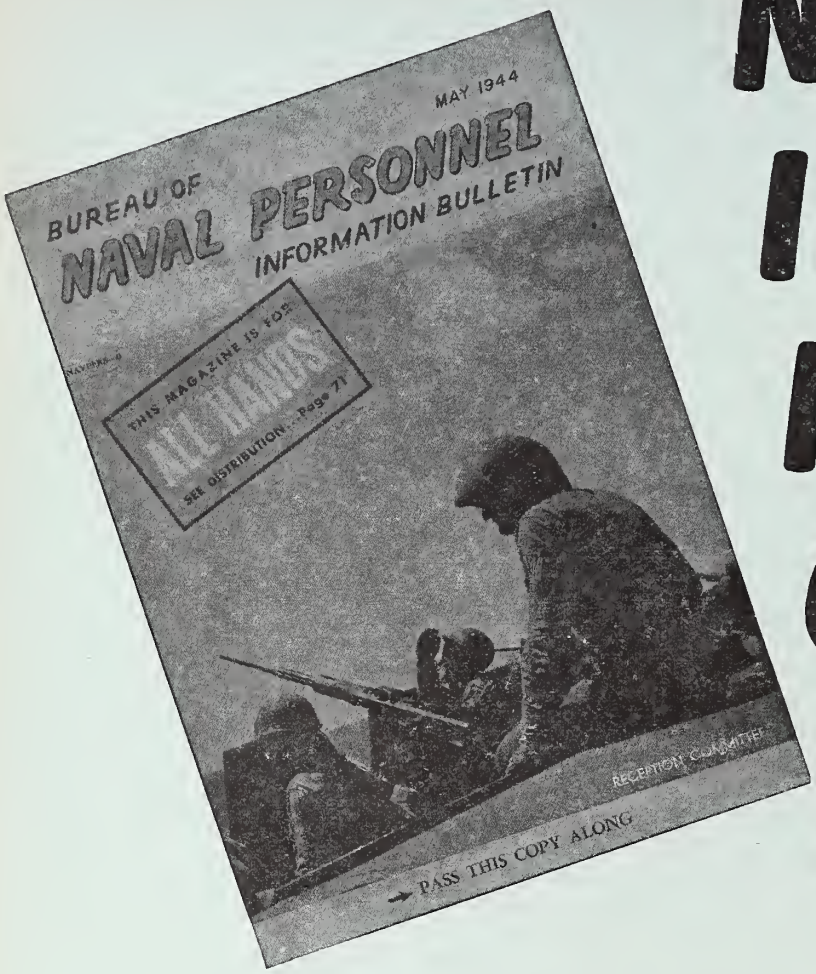
THE INFORMATION BULLETIN IS FOR

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This announcement (see other side) is inserted in every copy of the Information Bulletin; as many as possible should be placed on bulletin boards. The Information Bulletin should be available to all hands; if enough copies are not provided, to effect distribution as indicated on page 71 of the May 1944 issue, additional copies may be requested of BuPers.

NEW ISSUE NOW OUT



THE NAVY AT WAR

Highlights from Admiral King's "Report of Progress," summarizing the Navy's accomplishments to date.

THEY LIVED TO TELL IT.

A Juneau survivor's 7 days on a raft . . . and a CVE pilot's fall from the Card. Two true adventures.

$50,000,000 FAMILY

Family allowance checks for 1,500,000 Navy dependents add up to a big job. Here's a look behind the scenes.

MARSHALLS "UNDER NEW MANAGEMENT"

The Navy's civil affairs program gets its first workout in the Pacific.

MAIL CALL!

Ever wonder if you could do anything to make sure of getting more mail? Maybe there is; read this.

COMPLETE LIST OF ENLISTED RATINGS

With duties, specialty marks, abbreviations, pay grades, path of advancement. 7 pages.

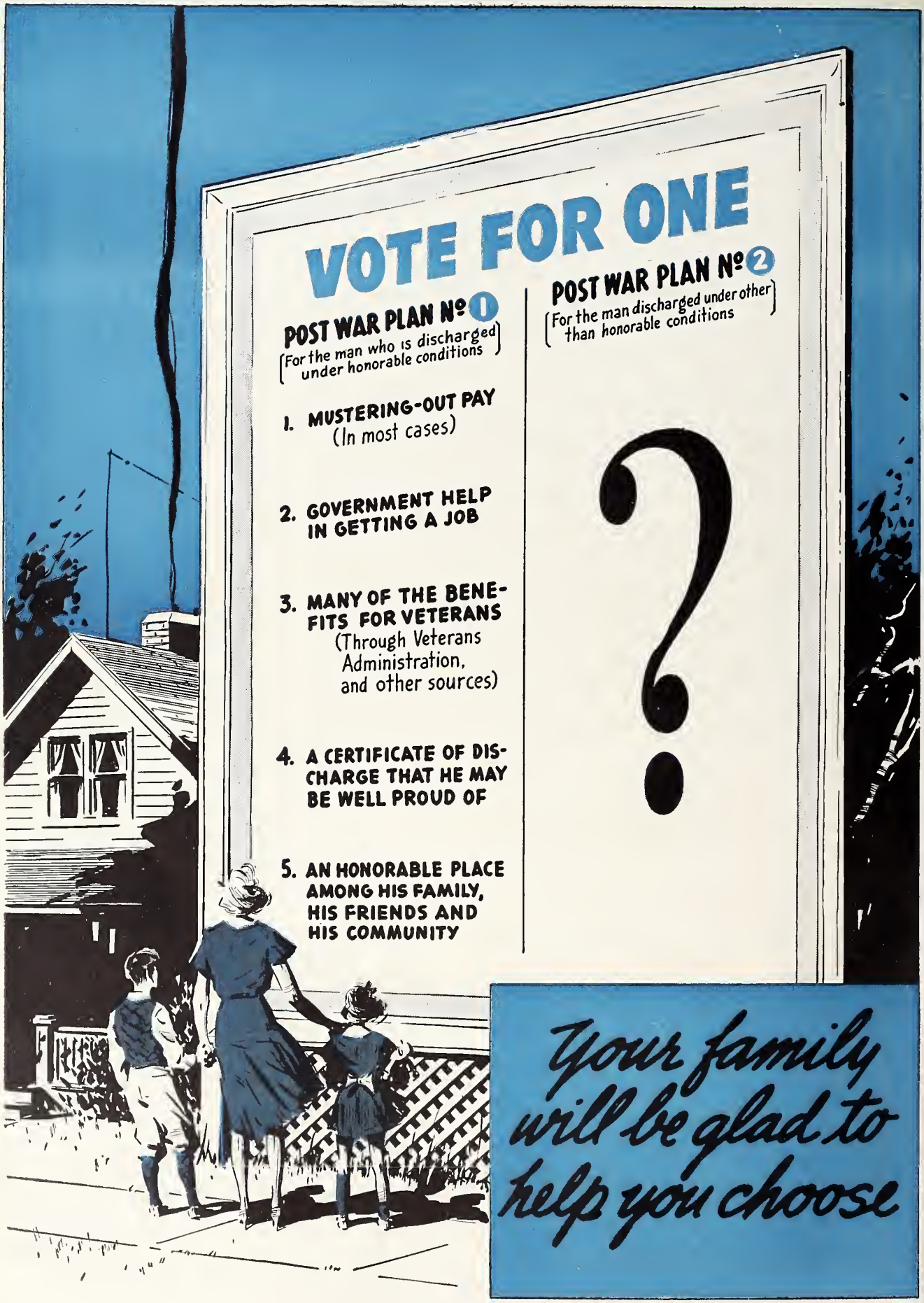
MEET THE WEATHER

It's a war weapon just like any other—in the hands of those who know how to use it. Here's its story.

BuPERS BULLETIN BOARD NEWS ON:

Promotion policies for officers and warrants . . . rules for getting air priority on leave . . . qualifications for new ratings . . . marriage laws of the 48 states . . . rules revised on uniforms for CPOs, cooks, stewards . . . new rules on per diem allowance during fitting out . . . Alnavs, answers to letters, etc.



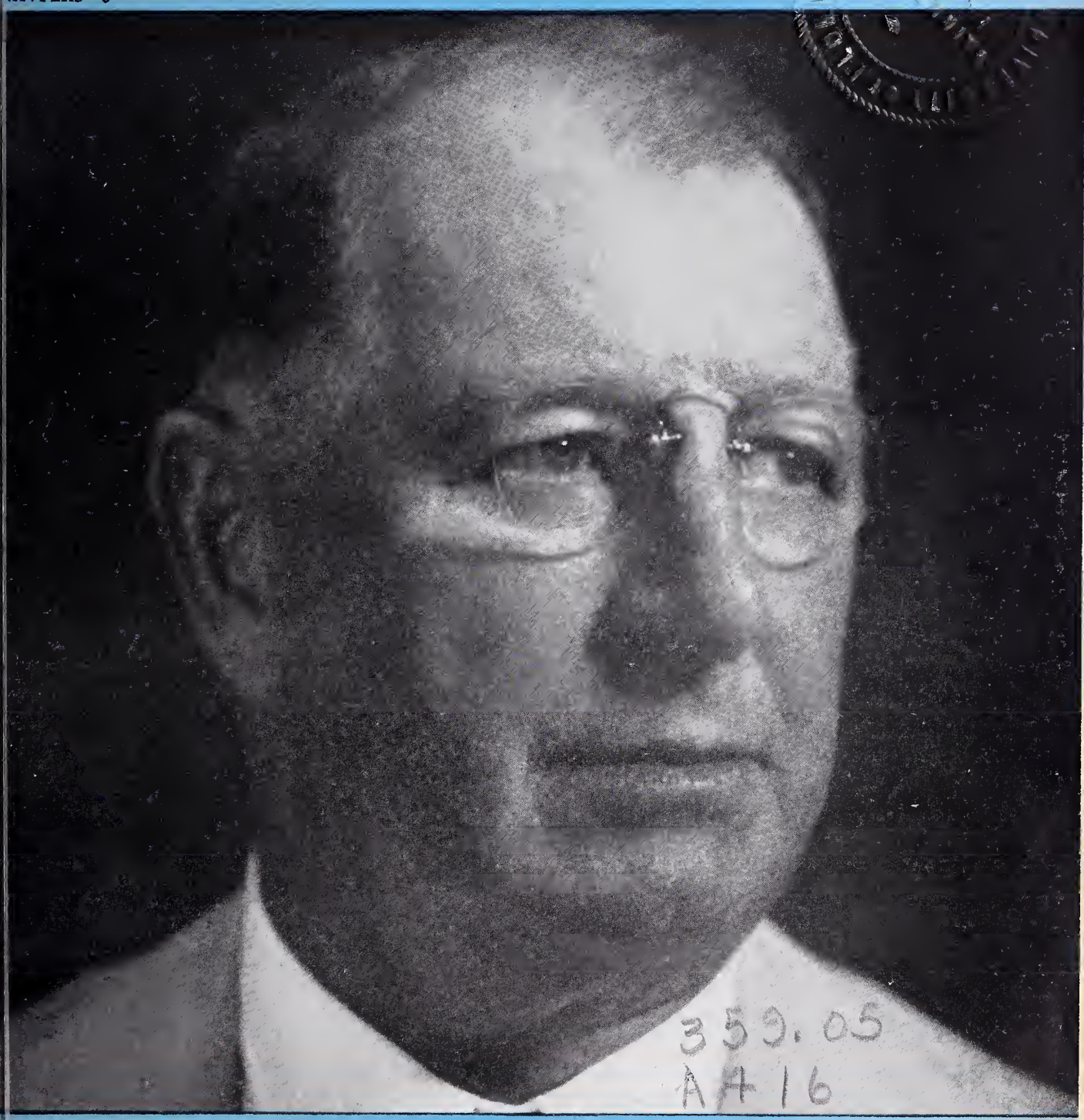

VOTE FOR ONE
POST WAR PLAN Nº 1
(For the man who is discharged under honorable conditions)
1. MUSTERING-OUT PAY
(In most cases)
2. GOVERNMENT HELP IN GETTING A JOB
3. MANY OF THE BENEFITS FOR VETERANS
(Through Veterans Administration, and other sources)
4. A CERTIFICATE OF DISCHARGE THAT HE MAY BE WELL PROUD OF
5. AN HONORABLE PLACE AMONG HIS FAMILY, HIS FRIENDS AND HIS COMMUNITY
POST WAR PLAN Nº 2
(For the man discharged under other than honorable conditions)
?
Your family will be glad to help you choose

N7.27:327

BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

JUNE 1944

NAVPERS—0



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AA16

FRANK KNOX, Secretary of the Navy 1940-44



THE NEW SWIMMIN' HOLE



BUREAU OF
NAVAL PERSONNEL
INFORMATION BULLETIN

JUNE 1944 • NUMBER 327

VICE ADMIRAL RANDALL JACOBS, USN
The Chief of Naval Personnel

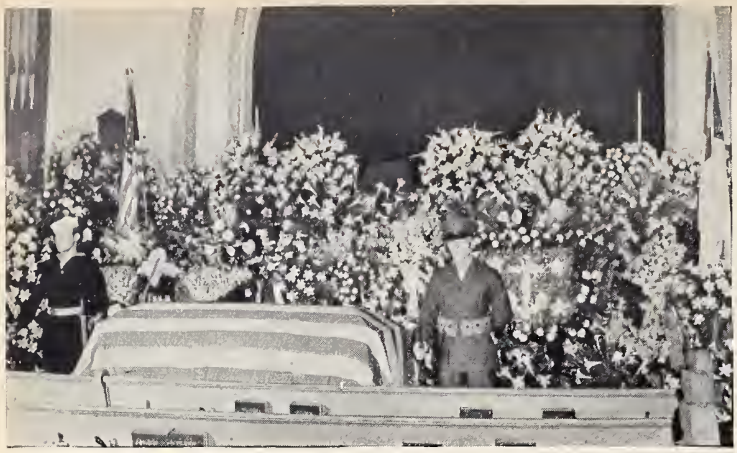
REAR ADMIRAL L. E. DENFELD, USN
The Assistant Chief of Naval Personnel

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This magazine is published monthly in Washington, D. C., by the Bureau of Naval Personnel for the information and interest of the Naval Service as a whole. By BuPers Circular Letter 162-43, distribution is to be effected to allow all hands easy access to each issue. All activities should keep the Bureau informed of how many copies are required. All original material herein may be reprinted as desired.

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GUARD OF HONOR: A sailor and a marine stand guard at the flower-banked coffin of the late Secretary Knox in Mount Pleasant Congregational Church, Washington, D. C.



Official U. S. Navy photographs

HONORARY PALLBEARERS are shown at the church, where the funeral service was held 1 May preceding burial.*

THE NAVY LOSES A LEADER

Early in the afternoon of 28 April 1944 radio messages to all Navy ships and stations carried the news of the death at 1308 in Washington of Secretary of the Navy Frank Knox. Death came virtually without warning to the veteran soldier before he could witness the ultimate victory which only recently he had so confidently predicted.

Colonel Knox, who fought as a private at San Juan Hill with Theodore Roosevelt in 1898 and who was in the bloody hell of St. Mihiel and Meuse-Argonne in 1917, was named Secretary of the Navy in 1940. In the subsequent four years as its civilian head, he supervised the naval expansion program, saw the Navy fight back from the bitter defeats of the first months of actual war, and led it to its present power as the mightiest sea force in history.

William Franklin Knox was born 1 January 1874 in Boston, Mass. His youth was typical of many self-made men. He worked first as a newspaper delivery boy, as a $2-a-week grocery clerk and at other small jobs. Determined to educate himself, he entered and worked his way through Alma College at Alma, Mich.

He was graduated in 1898, barely in time to enlist in the famed "Rough Riders" which Col. Theodore Roosevelt was then recruiting for service in the Spanish-American war.

A rugged redhead of 24, the young Knox followed Roosevelt through the Cuban campaign. The two men formed a fast friendship which was to carry on for many years. Knox's advice and support of Col. Theodore Roosevelt ultimately played a vital part in shaping the latter's political philosophy and career.

When only 27, he borrowed money from an employer with which to found the Sault Ste. Marie (Mich.) Daily News. With his first newspaper he embarked on a series of crusades which were to be characteristic of his newspaper career. Displaying physical as well as mental courage, his first crusade eventually cleared the Upper Peninsula of Michigan of many political and economic evils.

In 1912 he was a co-founder of the Manchester Leader in Manchester,

Tribute to Frank Knox

The following is the statement of Admiral Ernest J. King, USN, *Commch and Chief of Naval Operations:*

The nation has lost a great patriot, the Navy a great leader.

From the day Frank Knox became Secretary of the Navy he contributed without stint, of his vision, of his enthusiasm, of his judgment, and of his fighting spirit, to prepare the Navy and the country for what few men saw more clearly than he, that America was about to be put to the test.

The Navy will long remember his strength and confidence during the critical days of the war; and his driving force, his foresight and his wisdom during the better days that have followed. But most of all, we shall remember his deep devotion and utter loyalty to his Navy and his country. His leadership will ever serve as an inspiration to the nation's men and women, in and out of uniform.

He understood the Navy, not only its problems, its achievements, and its personnel, but its shortcomings. He leaves us secure in the knowledge that his energy and farsighted vision have been responsible, in great measure, that we are so far advanced on the road to victory.

Of all his great qualities, I should place first his stout and valiant heart. He was a strong and fearless fighter, and he always fought fairly and resolutely for his convictions. Throughout the war he has been a stout reliance to all those charged with the conduct of military operations. He has given strength to our Army and Navy wherever they fight. He has given inspiration to our country at home, and to our allies abroad.

Every man and woman in the Navy, Marine Corps, and Coast Guard will sorely miss him. All hands bow our heads in deep esteem and heartfelt sorrow. He has given his life for his country. We say to him, "Well done, Frank Knox." We dedicate ourselves, one and all, to what would surely have been his last order—"Carry on".

* Left to right in foreground: James Forrestal, then Acting Secretary of the Navy, and Artemus L. Gates, Assistant Secretary for Air; next behind them: Ralph A. Bard, Assistant Secretary, and Admiral Ernest J. King, USN; near center of steps: Vice Admiral Randall Jacobs, USN, Vice Admiral F. J. Horne, USN, Vice Admiral R. R. Waesche, USCG, Lt. Gen. A. A. Vandegrift, USMC, and Vice Admiral R. S. Edwards, USN; at top of steps: Rear Admiral E. L. Cochrane, USN, Rear Admiral W. J. Carter (SC), USN, Vice Admiral Ben Moreell (CEC), USN, Rear Admiral G. F. Hussey Jr., USN, Rear Admiral D. C. Ramsey, USN, Rear Admiral T. L. Gatch, USN, and Vice Admiral Ross T. McIntire (MC), USN.



NAVY DEPARTMENT personnel line Constitution Avenue as flag-draped coffin passes slowly by on Army artillery caisson drawn by seven white horses.



FUNERAL PROCESSION enters Arlington National Cemetery, across the Potomac from Washington, seen dimly in background.

N. H., and later obtained control of the Manchester Union.

Mr. Knox was 43 years old when America entered the first World War but he immediately left his business properties to enlist in the First New Hampshire Infantry. He was assigned to officers' training, commissioned Captain and went overseas with the 78th Division.

Promoted to the rank of major, he transferred to the 153d Artillery and with that unit fought through the bloody battles of St. Mihiel and Meuse-Argonne. He was mustered out of the Army in 1919 with the rank of Lieutenant Colonel. After holding a reserve commission for several years, he was retired as colonel of the 365th Field Artillery Reserve.

After the war, Col. Knox returned to his newspapers and growing participation in politics. He became general manager of the vast Hearst newspaper chain in 1927 and headed state Republican delegations and worked actively in party councils. In 1931 he severed his connection with the Hearst papers and bought the Chicago Daily News, from which he was on leave of absence since accepting the Navy post. In 1936 Col. Knox was the unsuccessful candidate for Vice President of the United States on the Republican ticket.

Secretary Knox was a firm advocate of compulsory military training in peacetime as insurance against future wars and he advocated a strong two-ocean Navy long before he accepted responsibility for his belief. He urged physical training in public schools and lent his full support to the physical training and fitness programs which are currently a part of Navy routine.

Although 66 years old when he first became Secretary, Col. Knox lived up to his own teachings with amazing energy and vitality. He was out of bed at 6.30 every morning for an hour's walk and persistently went through setting up exercises and massage before breakfast. For years he had a standing offer of a suit of clothes to any of his newspaper associates who would follow his own exercise routine for 30 days. Only one suit was ever claimed.

On many occasions Col. Knox flew to war fronts to inspect Navy ships and shore establishments. He traveled to London, Italy and North Africa to see the war at first hand and confer with Allied and Government military heads actually on the battle sites.

He also flew to naval bases in the Caribbean and to Pearl Harbor on several occasions.

In the early days of the United States offensive in the South Pacific, he toured the Navy front lines in those areas and underwent enemy bombings on several occasions.

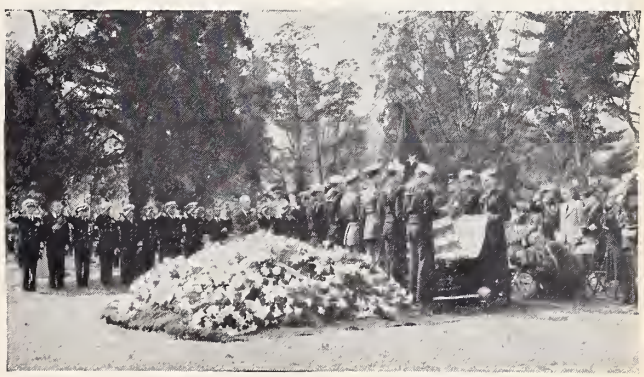
In his first months as Secretary, before war actually arrived, he was a strong backer of the Selective Service Act and sought tirelessly to convince the nation of its imminent danger. He called up naval and marine reserves as fast as they could be assimilated and supported unlimited aid to Britain.

The attack on Pearl Harbor came as a shock to Secretary Knox as it did to millions of other Americans, but his reaction was characteristic and prompt. At 7 a.m. on 8 December 1941 he boarded a plane at Washington and flew to the scene of the attack to estimate damage.

A week later he reported to the President. The next day he summoned the press to his office and issued a frank appraisal of our losses.



MILITARY ESCORT leads procession through cemetery. In foreground: Rear Admiral Louis E. Denfeld, USN, escort commander, and members of his staff.



Official U. S. Navy photographs

COMMITTAL services are conducted at the grave. Kneeling at right are Mrs. Knox and Capt. Lyman S. Perry, USN, aide to the late Secretary.

Throughout his tenure of office Col. Knox dealt frankly with unfavorable aspects of naval operations through the months of early and costly defeats.

The heart attack which ended Col. Knox's service to the Navy was one of only three illnesses which ever succeeded in forcing him to a sickbed. The first of a series of heart attacks had occurred several days previously while he was attending the funeral of a publishing partner in New Hampshire. Typically, he chose to treat his illness lightly until his doctors insisted upon at least a brief rest.

Mrs. Knox, the former Annie Reid, was in attendance when he died as were Assistant Secretary of the Navy and Mrs. Ralph Bard and other Navy and business associates.

Funeral services were held in the Mount Pleasant Congregational Church, Washington, at 1400, 1 May, while Navy Department personnel attended simultaneous memorial services at the east end of the Reflecting Pool at the Lincoln Memorial, Washington, and at the Navy Arlington Annex. Messages of condolence were received from the President, who was unable to attend the burial service, and from Col. Knox's business and Navy associates, as well as leaders of Allied nations.

The military procession for the funeral completed formation at 1510 with the arrival of the hearse, honorary pallbearers, body bearers and retinue at Constitution Avenue.

Transferral of the casket from the hearse to an Army caisson drawn by seven white horses was accomplished immediately while the Navy Band rendered four ruffles and four flourishes, and all military personnel stood at attention.

With Rear Admiral Louis E. Denfeld, USN, as Escort Commander, the procession slowly filed past the Navy buildings where for four years the Secretary had served his country so unswervingly and well.

Honorary pallbearers included the Acting Secretary, James Forrestal; the Assistant Secretary, Ralph A. Bard; the Assistant Secretary for Air, Artemus L. Gates; Admiral Ernest J. King, USN; Vice Admiral F. J. Horne, USN; Vice Admiral R. S. Edwards, USN; Vice Admiral R. R. Waesche, USCG; Lt. Gen. A. A. Vandegrift, USMC; Vice Admiral Randall Jacobs, USN; Vice Admiral Ross T. McIntire, (MC) USN; Vice Admiral Ben Moreell, (CEC) USN, Rear Admiral D. C. Ramsey, USN; Rear Admiral W. J. Carter (SC) USN; Rear Admiral T. L. Gatch, USN; Rear Admiral E. L. Cochrane, USN, and Rear Admiral G. F. Hussey Jr., USN.

Every branch of the naval service was represented in the cortege which passed slowly out of Washington and on to the Arlington National Cemetery.

A guard of honor consisting of four Navy bluejackets, four Marines and four Coast Guard bluejackets marched beside the caisson.

At the National Cemetery, burial services were conducted by Capt. S. W. Salisbury, (ChC) USN.

Among the hundreds of tributes and condolences which poured in from Allied leaders, his former military associates, and prominent Americans, were these words (published in full on page 2) by Admiral Ernest J. King, Commander in Chief U. S. Fleet. Said Cominch:

"Well done, Frank Knox. We dedicate ourselves, one and all, to what would surely have been his last order —'Carry on'."





Photographs from Chicago Daily News



Official U. S. Navy photograph

FRANK KNOX IN THREE WARS: He started as a private (left) in Theodore Roosevelt's Rough Riders in the Spanish-American War. In World War I, he enlisted again as a private, rose to the rank of lieutenant-colonel (center picture shows him as a major. He became SecNav after World War II had already begun in Europe; seeing clearly that it would engulf the United States, he worked ceaselessly to prepare for it and, when it came, to prosecute it. Picture at right shows him at Pearl Harbor on one of his many inspection trips to the fighting zones; he believed in finding out first hand.

James Forrestal Named New SecNav

As UnderSecNav, He Supervised Expansion Of Navy Since 1940

James Forrestal, 52, who entered the Navy in 1917 as a seaman second class and became Under Secretary of the Navy in 1940, was nominated Secretary of the Navy by President Roosevelt on 10 May 1944 to succeed the late Col. Frank Knox. The Senate confirmed the appointment on 17 May.

Mr. Forrestal officially became the 48th Secretary of the Navy at 0900 on 19 May when Rear Admiral Thomas L. Gatch, USN, Judge Advocate General of the Navy, administered the oath at ceremonies in the office of the Secretary. Although he is the 48th Secretary of the Navy, Mr. Forrestal is actually the 47th person to hold the office. John Y. Mason was appointed to two separate terms, 1844-45 and 1846-49.

For four years the "right hand man" to the late Secretary Knox, Mr. Forrestal as Under Secretary supervised the procurement of ships and munitions for the expansion program which was to build the Navy to its mightiest strength in history. A former top-flight business executive, he had retired from private pursuits to accept a confidential position as wartime assistant to the President.

The new Secretary was born 15 February 1892 in Beacon, Dutchess County, New York. He attended local public schools and completed one year at Dartmouth before transferring to Princeton, where he was a member of the class of 1915.

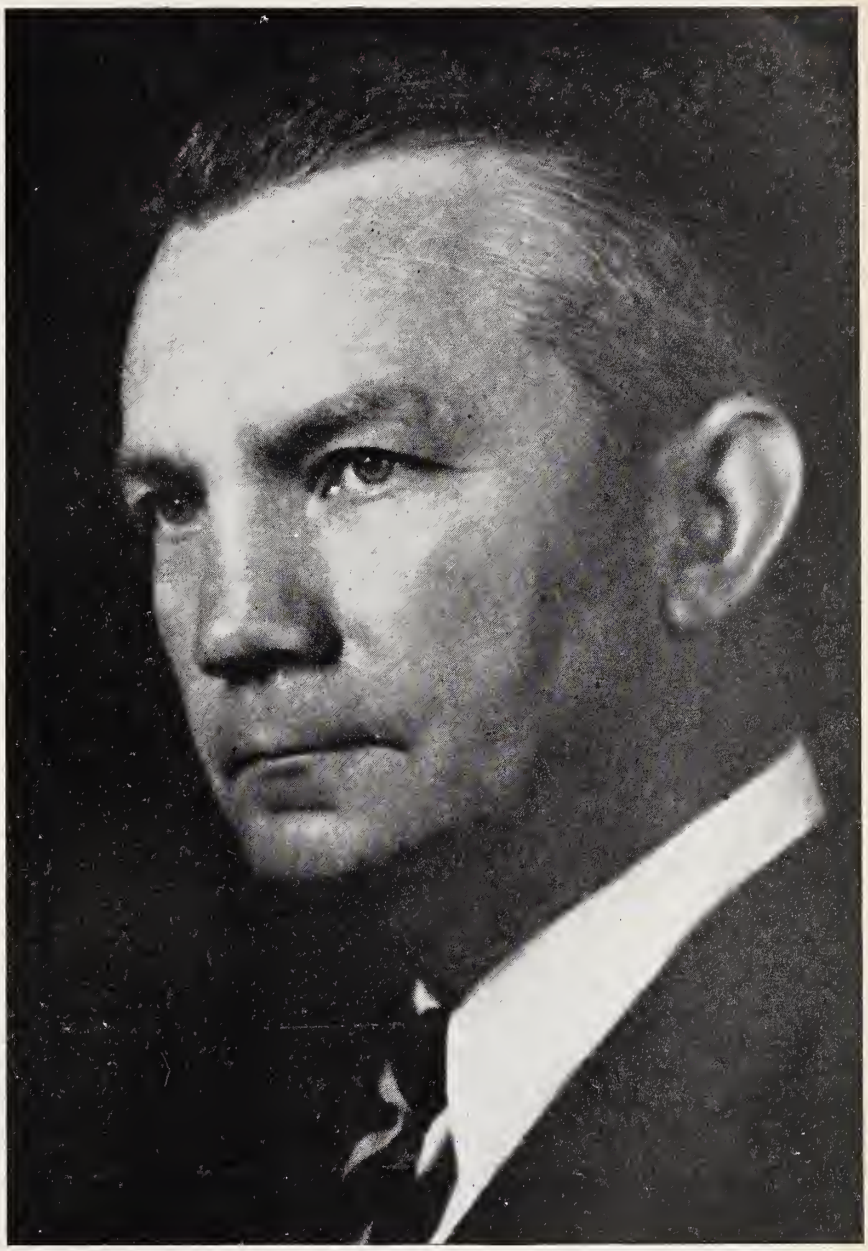
In college he took an active part in sports, notably boxing, and edited the undergraduate paper, the Daily Princetonian. Like Secretary Knox, he was a working newspaperman in his youth, reporting for papers in Poughkeepsie, Beacon and Mount Vernon, N. Y.

After graduation he ultimately joined the investment firm of Dillon Read and Company, New York, and was selling bonds for that banking house when America entered the first world war.

Mr. Forrestal enlisted in the Naval Reserve 5 July 1917 as seaman 2c. He was soon transferred to Toronto, Canada, for flight training with the Royal Flying Corps. He was commissioned ensign and assigned to recruiting work at Boston.

Later, he was transferred to duty with the Office of Naval Operations at Washington, D. C., and while on duty there completed his flight training and was designated naval aviator.

In June 1918 he was promoted to lieutenant (jg) and was released from active duty the following December. He resigned from the naval service in December 1919 with the rank of lieutenant and returned to civil life and to the employ of his old firm, Dillon Read and Co.



Official U. S. Navy photograph

James Forrestal

Successful in financial work, he became president of that firm in 1931. But war again threatened and he once more put business behind him to enter the government as assistant to President Roosevelt.

He was named Under Secretary of the Navy when Congress created that post and he took office 22 August 1940.

As Under Secretary he was next-in-command to Col. Knox during the pre-war and war periods when the Navy grew from 200,000 to more than 3,-000,000 men and the strength of its fighting ships increased from that of a one-ocean to a seven-ocean Navy. One of his first official acts was to sign the contracts let under the two-ocean authorization law. As Under Secretary he was also Acting Secretary in Col. Knox's absences.

Repeatedly described as one of the busiest men in the Government, Secretary Forrestal was charged with procurement for the growing Navy. Most recently he has been engaged in a drive, which included flying trips to seven shipyards, to speed production

(Continued on Page 51)



Guns belching smoke and flame, Navy task force blasts Kavieng in 3½-hour "diversion" attack.

BB-Amphib Teamwork Wins Emirau . . .

Battleships and amphibious forces, operating many miles apart, combined to bring about the swift capture on 20 March of Emirau Islands, within 600 miles of Truk.

While BBs diverted enemy attention with a terrific 1000-ton bombardment of Kavieng, Jap stronghold far to the southeast, Marine raider forces swept ashore at Emirau.

Possession of the eight-by-five mile island cleared the way for surface ships to move around the Bismarcks freely, and also trapped Jap forces remaining in the Bismarcks and Solomons. With the Admiralties held to the west, the Solomons in the south and Green Island to the southeast, seizure of Emirau "put the stopper" in the northern end.

Miles away, marines in landing craft hit the beach at Emirau.

Official U. S. Navy photographs





Navy ships and planes provide accurate curtain of fire just ahead of first waves going in against Japs.

. . . Army-Navy Teamwork Wins Hollandia

Achieving complete surprise, Army and amphibious forces of the Southwest Pacific Command, covered by units of the Pacific Fleet, poured ashore along a 150-mile stretch of northern New Guinea on 22 April, cutting off the Jap 18th Army and jumping 420 nautical miles toward Tokyo.

A dramatic example of the "completely integrated plans" announced by Army-Navy commands in the Pacific, the operation feinted elsewhere, then hit Hollandia and Aitape.

Caught off-balance, the Japs fled, abandoning breakfasts on the beach. Moving quickly inland, the U. S. forces captured the main Jap airfields, 1,110 miles southeast of Davao in the Philippines.

Army troops leap into surf and race ashore at Humboldt Bay.

Official U. S. Navy photographs



Enlisted Promotion Rules Tightened

New Directive Reduces Ratings Open to Advancement in Excess of Complement

Important and far-reaching changes in regulations for advancement and change in rating of naval enlisted personnel are contained in a new directive just issued by BuPers.

In general, the directive authorizes advancements only to fill vacancies in complement, thus reducing substantially the number of ratings open to advancement in excess of complement.

It eliminates the total-service requirement formerly permitted for advancement to pay grades 3 and 2, thereby placing all advancements to petty officer ratings upon a basis of time served in present rate.

The directive modifies the requirements for promotion from CPO(AA) to CPO(PA), making fully qualified CPOs, chief cooks and chief stewards eligible for permanent appointment upon completion of 12 months' continuous active service under an acting appointment.

Other highlights of the directive:

It authorizes changes of specified ratings to certain new ratings, such as Ptr V, Ptr M and SKV, to fill vacancies in complement.

It requires BuPers approval of changes to any specialist rating and advancement to specialist third class. Advancement to specialist ratings above third class may be effected by commanding officers to fill vacancies in complement.

It defines sea duty and other fundamental terms, such as advancement in rating, rating group, change in rating and sea service (see box).

It cancels the basic advancement letter, BuPers Circ. Ltr. 110-43, and the open rating letter, BuPers Circ. Ltr. 77-44, and holds in abeyance provisions of the BuPers Manual in conflict with the new directive.

The directive, dated 13 May 1944, is issued as BuPers Circ. Ltr. 134-44 (N.D.B., 15 May 1944, 4-569). It is now or shortly will be available in the executive officer's office or the personnel office of every ship and station. Answers to questions regarding any provision of this directive may be obtained from those sources.

Complements represent total personnel requirements of an activity as well as proper proportions by pay grades and are, therefore, the basic consideration in effecting all advancements. In determining vacancies in complement, each rating group must be considered, as in the following example:

Rate	Complement	On Board	Actual Vacancies	Vacancies for Advancement
CBM	1	2 (1 excess)	—1=A	0
BM1c	3	1	2=B	1 (sum of A and B)
BM2c	4	1	3=C	4 (sum of A, B and C)
Cox	5	4	1=D	5 (sum of A, B, C and D)

In computing number "on board," all personnel permanently attached for duty are to be counted, including retired men, reservists of all classifications and regular Navy personnel. The provisions of Article D-4007, BuPers Manual, will be followed in determining "on board" and "not on board" status of personnel.

Commanding officers are authorized to effect advancements of fully qualified personnel, except Class V-10, to those ratings open to unlimited advancement, without regard to vacancies in complement. Class V-10 personnel will not be advanced to any ratings except S2c and S1c, other than to fill vacancies in complement.

Administrative commands—such as naval districts, air functional training commands and sea frontier, force, type and squadron commanders—are authorized to pool the complements of units under their jurisdiction for the purpose of effecting advancements to fill vacancies in combined complements of their administrative commands, except to those ratings which require BuPers approval (see "Special Instructions for Specific Ratings," page 50). In no cases may complements for construction battalions, intelligence, censorship, public relations, ship repair units, etc., be pooled.

Ratings Open To Advancement In Excess of Complement

Advancements in excess of complement are authorized only in cases of qualified general service candidates, exclusive of V-10 personnel, except as noted: Construction Battalion, Ship Repair, Intelligence, Censorship, Public Relations, Security and Communication Security personnel.

The following ratings are open to advancement in excess of complement of all eligible, fully qualified candidates in general service: *S2c, *S1c, F2c, F1c, StM2c, StM1c, **ART2c, **ART1c, **ACRT, **RT2c, **RT1c.

* Also open to advancement in excess of complement of Class V-10 personnel.

** Open for advancement in excess of complement of advanced radio materiel school graduates only.

The following ratings are open to advancement in excess of complement of all eligible, fully qualified candidates in general service who are serving in a sea-duty status: Cox, BM2c, BM1c, CBM, QM3c, QM2c, QM1c, CQM, FC3c, FC2c, FC1c, CRT, RdM3c, RdM2c, RdM1c, Y3c, Y2c, Y1c, CY, CCS, St2c, St1c, Ck2c, Ck1c.

The authority contained in an enclosure to the new directive to effect advancements in excess of complement is not to be construed as permitting any waiver of other requirements prescribed by the new directive and its enclosures.

Definitions

Sea Duty, for purposes of advancement in rating, is defined as follows:

(1) Duty in vessels prescribed by the Commander-in-Chief, U. S. Fleet, as a part of the organization of the sea-going forces.

(2) Duty beyond the continental limits of the United States.

(3) Duty with the Fleet Marine Force.

(4) Duty as members of Armed Guard crews or communication-liaison personnel aboard merchant vessels.

(5) Duty in sea-going vessels assigned to naval districts which, in the normal performance of duties, operate at sea a major part of the time.

Duty in shore-based fleet activities within the continental limits is not counted as sea duty for advancement purposes except in the cases of personnel who, in the normal performance of duties, are engaged in operations at sea a major part of the time.

Sea pay is not a governing factor in determining whether or not a particular type of duty is considered sea duty for purposes of advancement in rating.

Definitions of other terms commonly used in connection with changes of status of enlisted personnel are as follows:

A rating group includes all petty officers in pay grades 1 to 4, inclusive, in a particular rating.

Advancement in rating is an increase in pay grade within a rating group. Example: yeoman third class to yeoman second class.

A change in rating is a change from one rating group to another. Example: yeoman third class to storekeeper third class.

Although all changes, advancements and reductions in rating are *changes in status*, the latter term is normally applied to changes from CPO, acting appointment, to permanent appointment.

Advancements for meritorious conduct in action still may be effected only by flag officers as authorized by Alnav 163 of December 1941.

Survivors of vessels lost in action who are awaiting assignment; men in temporary duty status, in schools under instruction except Class A schools and in receiving ships and stations awaiting assignment or transfer; and personnel serving in activities not having a regular assigned complement may, if in all respects qualified, be advanced to ratings declared open to unlimited advancement ashore. Separate instructions have been issued to Class A schools (see page 50).

Men hospitalized as a result of enemy action, and who were in all respects qualified for advancement at the time, may be advanced by commanding officers of hospitals or hospital ships upon recommendation of the commanding officer of the command from which transferred. When recommendation from the former commanding officer is impracticable, deserving cases may be referred to BuPers.

Advancement of air bombers may be effected when they become in all respects fully qualified for their next higher ratings. Air bombers are carried as such, rather than in their in-

dividual ratings, in the complement of units to which assigned and, therefore, do not affect the status of vacancies in their particular ratings.

By BuPers Circular Letter No. 11-42, commanding officers were authorized to effect changes in status from acting to permanent appointment in the cases of fully qualified chief petty officers, chief cooks and chief stewards. The eligibility requirements for such changes have been revised as shown in "Service, Sea-Duty and Marks Requirements," (see at right).

Bureau authority is required for all changes from one rating group to another, except as provided for by Article D-5114, BuPers Manual, and by current circular letters or other directives which may be published from time to time. Commanding officers are authorized by the new directive to effect changes of rating within the same pay grades of qualified personnel as indicated below. Class V-10 personnel are eligible for changes only to those ratings marked by an asterisk.

• From machinist's mate to motor machinist's mate:

(1) Upon graduation from Diesel or other internal-combustion engine service schools.

(2) If serving in motor machinist's mate billets in vessels to fill vacancies in complement.

• To fill vacancies in complement:

From	*To*
Ptr	PtrV
SK	SKV*
Prtr	PrtrM*
Various	AR

• To fill vacancies in complement, effective upon receipt of the qualifications for rates concerned:

From	*To*
TM	TME
SK	SKD*
SK	SKT*
Prtr	PrtrL*

Reductions in rating for lack of proficiency are to be effected under the provisions of Article D-5113(3) of BuPers Manual. The new directive invites attention to the fact that reductions effected by commanding officers for lack of proficiency must be substantiated by marks entered in service records. Any mark in proficiency in rating less than 2.5 for a 3 months' period substantiates reduction in rating. Marks for quarters between semi-annual marking periods may be entered in service records for purposes of effecting reductions.

Examining boards will be set up under provision of Article D-5105, BuPers Manual. Where practicable, qualifications in certain subjects may be established by observation of the candidate during his performance of assigned duties. Examination may be either written or oral, except that written examinations are prescribed for chief pharmacist's mate, pharmacist's mate first class, chief aerographer's mate and aerographer's mate first class. No examinations will be required for advancement to seaman, fireman and steward's mate ratings, pay grades 5 and 6, provided the candidate's employment is such as to fit him for the ratings to which advanced, making it possible to determine his qualifications in the requirements of the rating by observation during the course of regular duties.

Service, Sea-Duty and Marks Requirements

	SERVICE REQUIREMENTS	MARKS REQUIREMENTS	
Rating	Present Pay Grade	Proficiency in Rating	Conduct
Pay Grade 6	No specified time.	None	None
Pay Grade 5	No specified time.	Above 3.0 for 3 mos.	4.0 for 3 mos.
Pay Grade 4	No specified time.	Above 3.0 for 3 mos.	4.0 for 3 mos.
Pay Grade 3	6 mos. [in pay grade 4] (½ service may be waived for outstanding personnel).	Above 3.0 for 3 mos.	4.0 for 3 mos.
Pay Grade 2	9 mos. [in pay grade 3] (½ service may be waived for outstanding personnel).	Average 3.5 or higher for 9 mos.	4.0 for 6 mos. and no mark less than 3.0 for 9 mos.
Pay Grade 1-A	18 mos. (½ service may be waived for outstanding personnel). * Sea duty of at least 6 mos. in pay grades 2 and/or 3, except as noted below.	Average 3.5 or higher for 1 yr.	4.0 for 6 mos. and no mark less than 3.0 for 1 yr.
Pay Grade 1	12 mos. continuous active service in pay grade 1-A.	As prescribed by Art. D-5111 of Bupers Manual.	

NOTES:

1. *Sea duty is not required for:
   (a) Aviation branch ratings and V-10 personnel.
   (b) Male specialists, V-4, BMA, cable censor personnel and personnel classified permanently by BuPers as "mobilization ashore" or "limited duty"—but in such cases the prescribed normal period of *18 months' service in pay grade 2* must be completed prior to advancement to pay grade 1-A. (Those who fulfill the sea-duty requirement are eligible for waiver of one-half the normal service in rate requirement.)

2. The sea-duty requirement is modified for advancement to the ratings listed below to the extent that it may be fulfilled by six months' sea duty in pay grades 2 to 4 inclusive:

CY	CMoMM
CSK	CRM
CSKD	CRT
CSKT	CCS

3. Previous active naval service, and sea duty in the required pay grades, may be counted toward fulfillment of service and sea-duty requirements.

4. The period of time listed under "Marks Requirements" in the table above will be that immediately preceding the date of advancement. In cases where marks for the period required are not entered in service records, the marks that would have been earned to the date of advancement will be considered, with due regard to Article D-8020, BuPers Manual. The conduct marks listed in Paragraph 4 of that article are mandatory as set forth therein and will not be exceeded. Where marks were lowered for reasons of conduct, the date of the offense and not the end of the semi-annual marking period will be used to determine earliest date of eligibility for subsequent advancement.

5. Except for those advanced for meritorious conduct in action and for men hospitalized as a result of enemy action, all personnel must be physically qualified to perform all the duties of their rating in order to be eligible for advancement or change in status to permanent appointment. Men classified "mobilization ashore," "limited duty" and "special assignment" must be physically qualified to perform duties commensurate with their rating in billets to which assigned.

Special Instructions Applicable to Certain Classifications

None of the provisions contained in the new general directive is applicable to advancement of enlisted personnel of the Naval Reserve in Classes V-5, V-8, V-9 and V-12, inasmuch as personnel so classified are not advanced in rating.

Except for sea duty, Class V-4 personnel will be required to meet the requirements prescribed for general-service personnel, including Art. D-5237, BuPers Manual. The sea-duty requirement is modified as indicated in "Service, Sea-Duty and Marks Requirements," above. Advancement of Class V-4 personnel will not be effected except to fill vacancies in complement.

BuPers Circ. Ltr. 26-42 contains supplementary instructions for advancement in rating and changes from acting appointment to permanent appointment in permanent enlisted status of men holding temporary warrant or commissioned rank. Commanding officers have been directed to insure that changes in status are effected as authorized, and that temporary officers concerned are informed as to the provisions of that letter.

Armed Guard personnel may be advanced in accordance with BuPers ltr. Pers-67-Hn/P17-2, 26 Jan. 1944. Provisions of this letter which conflict with provisions of the aforementioned Armed Guard letter are held in abeyance.

Class V-10 personnel will not be advanced to ratings other than those listed in BuPers letter Pers-67-sa QR8/P17, 5 May 1944, or any subsequent revision thereof.

Provisions for advancement of men of the Navy serving with Coast Guard units, and men of the Coast Guard serving with the Navy, are contained in BuPers Circ. Ltr. 115-44.

Except for sea duty, yeomen performing cable-censorship duties will be required to meet all the requirements of the new directive and qualify in accordance with the qualifications contained in Art. D-5237, BuPers Manual. The sea-

(Continued on Page 50)



MAC pauses before the drug store display. Yep, he's tired all right. Irritable, too—he'd almost slugged that marine for calling him a swab-pusher. Nervous? Sure thing. Must be he needs vitamins. Can't hurt anything, he figures, and it might help. So he forks over his good money and gets a fancy box of capsules.

Well, maybe it helps. Mac isn't so sure. He's still tired. Irritable too. Everything seems to get on his nerves. It finally gets so the CPO sends him to the medical officer. Then the real story comes out.

Mac has been working hard at a tough job, living off the station and not getting regular or well-balanced meals. And he's not been hitting the bunk as early as he should. That's enough, the medical officer points out, to make anyone tired, irritable and nervous. The prescription: proper rest and exercise, and balanced meals regularly. Indiscriminately adding vitamins will not help and may be harmful unless there is a deficiency and the specific vitamin, in the proper dosage, is added. But the person to decide *that* is the physician, and he does it only after thoroughly looking into all angles.

Vitamins, the doctor explains to Mac, are not energy-supplying food—not even substitutes for energy-supplying food. A vitamin really is the spark which sets off the powder: energy-supplying food. But if the particular food (the "powder") is not present in the body, the vitamin is generally wasted. Likewise, if the needed vitamin is absent, the particular food is difficult for the body to use.

Vitamins are not cure-alls. They do not provide energy, calories, or body-building materials. Their function is to regulate the use by the body of the various food elements. No amount of vitamins is helpful without the essential foods. The average person who eats a properly balanced diet has no business and no need for taking *extra* vitamins.

After all, *anything* can be overdone. Even too much milk or too much orange juice can cause you trouble. Overeating in general is bad. And when you add extra synthetic vitamin preparations—which are very highly concentrated to begin with—you are overdoing it in a big way. Then there is this angle: When you start to rely on extra vitamins to keep your body mechanisms in balance, you tend to let other health and diet matters slide a bit. Vitamins do not provide any of the proteins, fats, carbohydrates, minerals and the numerous accessory factors which are essential for the maintenance of health.

Doctors prescribe vitamins only when there is a definite lack, and then the selection of the particular vitamin is carefully made to bring about the exact correction necessary. In other words, doctors have patients use vitamin preparations merely as a temporary measure to get the body back on its proper vitamin and nutritional balance. After that balance is reached, a proper diet is all that is needed.

The Navy ration provides a balanced diet. It gives you all the foods to provide your body with the proper amount of energy and body-building materials as well as vitamins. And in special cases, where the ration may be unavoidably weak in fresh foods—as is sometimes the case in submarines on extended patrols—the medical officer may prescribe specific vitamins to support the diet. But in general, that's not necessary. At one of the big training centers the medical department felt that the diet needed a bit more in the way of vitamins. But instead of vitamin pill dosing, a "raw bar" was set up where the men could take their pick of raw vegetables—carrots, radishes, onions, turnips. It has turned out to be quite a success.

This article was prepared by the Bureau of Medicine and Surgery.

Much misinformation has been spread about the value and functions of vitamins. "Night blindness" has come in for a lot of talk recently. It is true that if there is a lack of Vitamin A in the diet over an extended period you will not be able to see well in the dark. But there is enough Vitamin A in the ordinary Navy ration to insure that you will see as well in the dark as your individual eyes will let you. No amount of extra vitamins will help you see any better. Training, practice and a well-balanced diet are the real answers. Extra vitamins help only when there is a definite vitamin lack in the diet or some condition causing faulty absorption or utilization of food vitamin. Vitamin A is no help in color blindness, either.

Self-dosing with vitamins is unwise. An intelligent person doesn't try to diagnose and treat himself if something goes wrong with his body. You go to the medical officer not to tell him what to do, but to let him apply all of his many years of training and experience to your problems and come to a scientific decision. If the doctor prescribes vitamins, it's because there is a particular deficiency or need. The medical officer fits his prescription to your body's needs. And if he finds you don't need vitamins, you certainly don't want him to prescribe them just because of the current fad and because you think you would like them.

Vitamin concentrates are potent substances and, when misused, can do harm. Excessive dosage of Vitamin B may, for example, actually make a person nervous and irritable and interfere with sound sleep. While Vitamin D in proper dosage acts as a preventive of deformity of bone due to rickets in young children, in excess this vitamin may actually produce deformity in a baby's bones and joints. It's another case of the old adage, "Enough is good, too much is poison."

Summing it all up:

1. *Extra* vitamins in the form of concentrates are primarily for the sick, and only a physician can determine which persons will benefit from an *extra* supply.
2. Self-dosing with *extra* vitamins

(Continued on Page 50)

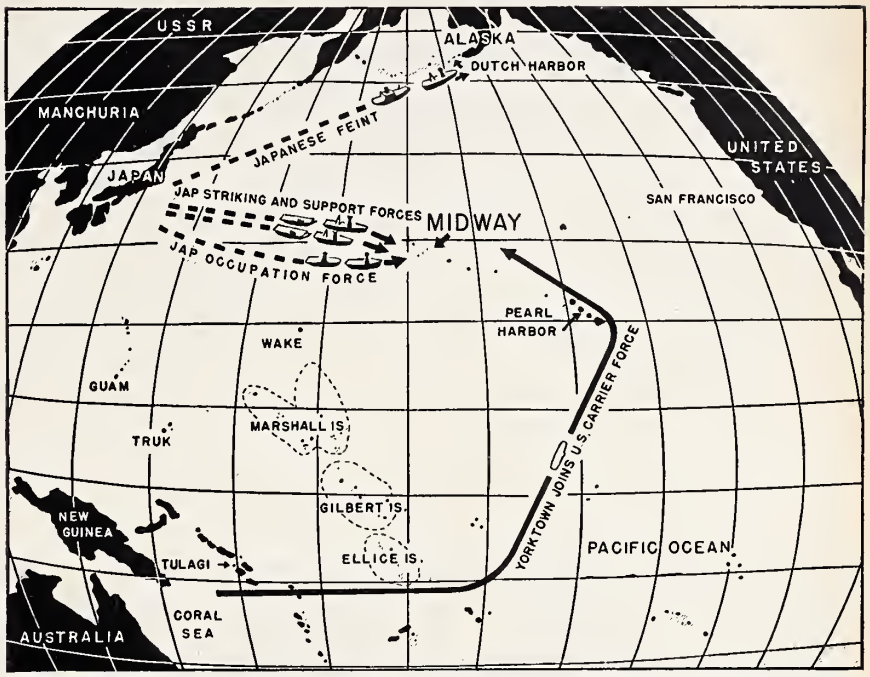
MIDWAY and the Two Years After

Second Anniversary of 'Pacific Turning Point' Finds Navy Offense in High; Battles Reviewed

Two years ago, on the morning of 3 June 1942, Japanese forces were sighted several hundred miles from Midway, on an easterly course. The next three days witnessed the greatest battle of the Pacific. When it was over, we had lost the *Yorktown* and many planes. But the Japs' carriers and warships had been smashed, their attack shattered and put to flight.

In his report to SecNav on the war, Admiral Ernest J. King, USN, Cominch and CNO, terms Midway "the first decisive defeat suffered by the Japanese Navy in 350 years." It "put an end to the long period of Japanese offensive action."

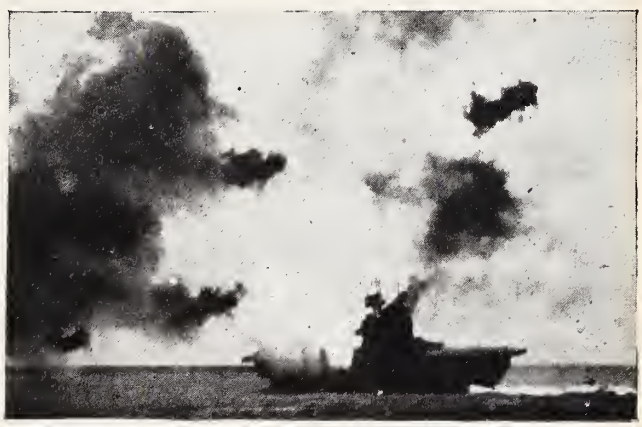
The two years since have seen the Navy launch its own offensive, in mounting intensity. The following pages briefly review that era, with comments (in quotes) from Admiral King's report.



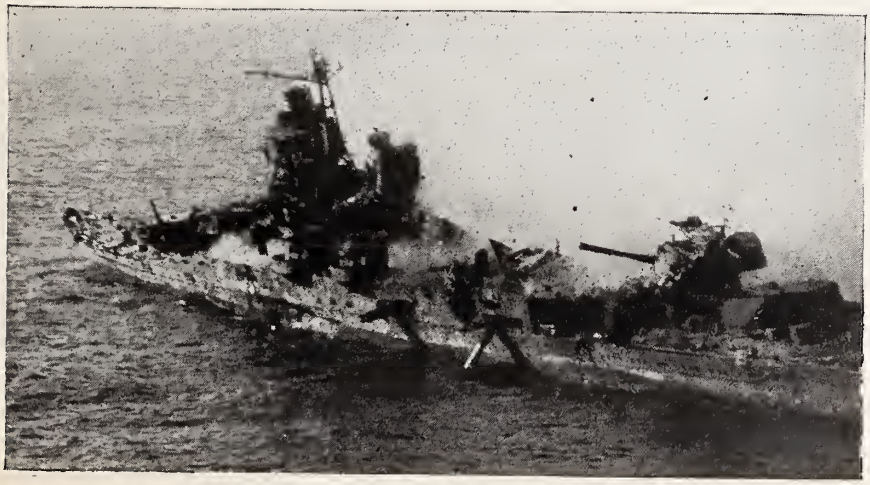
BEFORE THE BATTLE: Japs head for Midway as carrier *Yorktown* makes its dramatic 5,000-mile run from Coral Sea to join U. S. striking force.



AT MIDWAY, burning oil tanks send flame and smoke skyward after being hit by planes from enemy carriers. Japs struck morning of 4 June, suffered heavy losses.



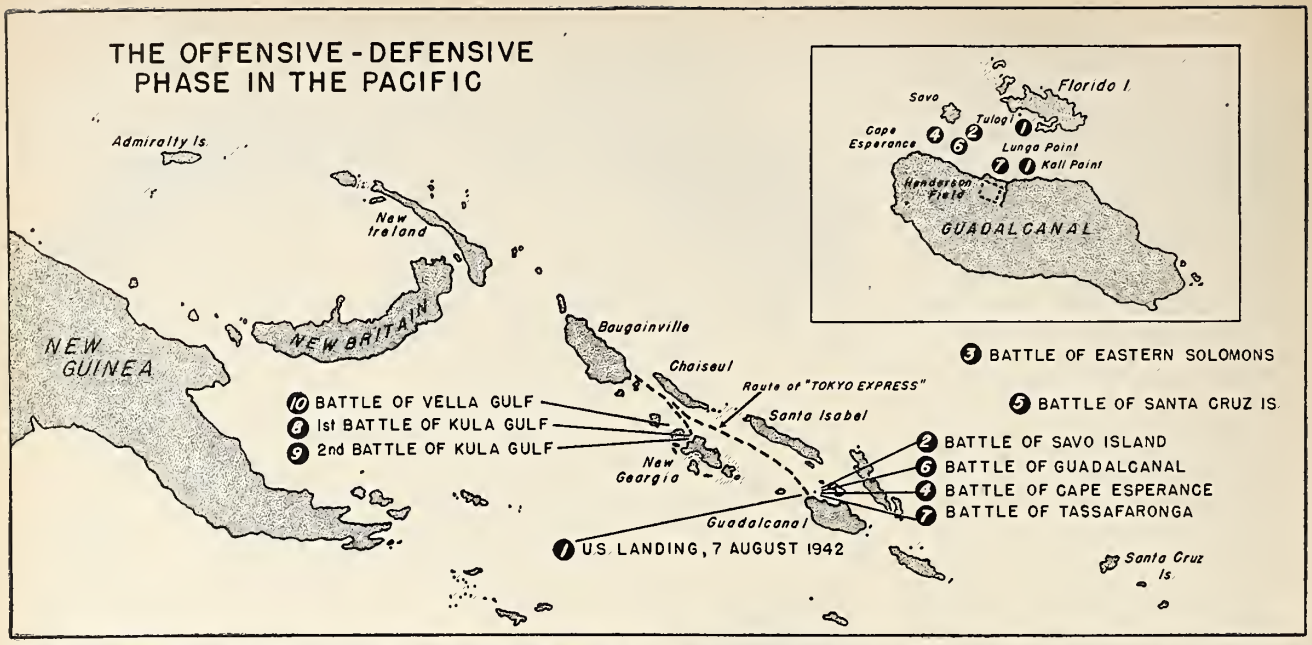
A DIRECT HIT is scored on the *Yorktown* by an enemy bomber, despite terrific barrage of AA fire. *Yorktown's* planes had struck Jap carriers, cruiser and battleship.



AT LEFT: Navy planes strike, smashing Jap heavy cruiser, *Mogami* class. Midway "restored balance of naval power in the Pacific."

Official U. S. Navy photographs

On the next 4 pages . . . A pictorial review of the Navy's war in the Pacific since Midway





1. U. S. LANDINGS IN SOLOMONS, "our first real offensive in force," were made 7 August 1942. Barges which carried reinforcements to Guadalcanal lie off Lunga Point. Airfield seized from Japs is in rear.



2. BATTLE OF SAVO ISLAND, surprise night attack by Japs 9 August, sank one Australian, three U. S. cruisers, "left us inferior . . . for several months." Above, HMAS *Canberra*, mortally hit, is tended by destroyer.



3. BATTLE OF THE EASTERN SOLOMONS, 23-25 August 1942, "all but stripped" Japs of carrier support. During action, planes from *Enterprise*, here aflame under attack, sank an enemy sub, downed 30 planes.



4. BATTLE OF CAPE ESPERANCE, 11-12 October, saw U. S. cruisers, destroyers surprise Jap force at night off Guadalcanal. *Boise* superstructure shows score: 2 Jap CAs, 1 CL, 3 DDs. Official U. S. Navy photographs



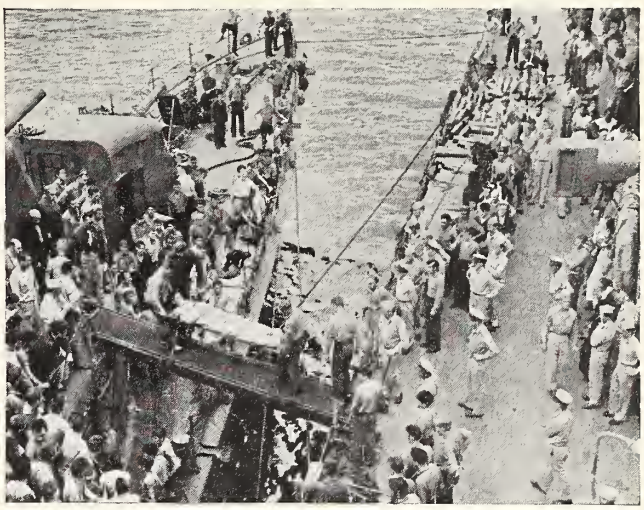
5. BATTLE OF SANTA CRUZ ISLANDS, 26 October 1942. Jap and U. S. carrier forces (above, *Enterprise*) swap blows. U. S. loss: *Hornet*, a DD, 74 planes. Japs': two CVs "out of action," and 112 planes downed.



6. BATTLE OF GUADALCANAL, 13-15 November 1942. Japs massed for "decisive" invasion attempt. Despite heavy losses, U. S. forces including *San Francisco* and, later, *South Dakota* (above), smashed threat.



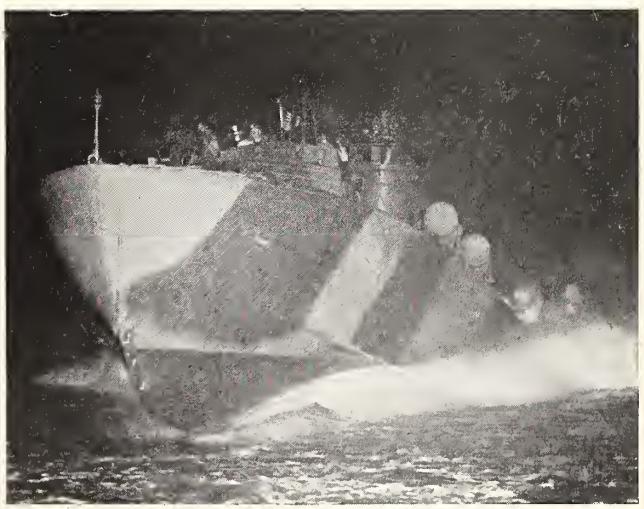
7. BATTLE OF TASSAFARONGA, 30 November 1942, represented last major Jap attempt to relieve Guadalcanal, was broken up by heavy cruiser forces led by *Minneapolis*, shown camouflaged for repairs after battle.



8. FIRST BATTLE OF KULA GULF, 6 July 1943, helped derail the highly touted "Tokyo express," but cost us cruiser *Helena*. Group of her survivors, picked up by destroyer, are here transferred to another ship.



9. SECOND BATTLE OF KULA GULF, 7 days later. Again we hit "Tokyo express" as it tried to reinforce Munda. Kula battles "were costly, but they removed a threat." Above: Munda field after raids by Navy bombers.



Official U. S. Navy photographs

10. BATTLE OF VELLA GULF, 6 August, resulted when Japs, stung by loss of barges and landing craft to PT boats (above), sent in cruiser, three destroyers. In 45-minute battle, destroyers were sunk; no U. S. loss.



Attu was taken by Japs in June 1942, at time of Midway battle; reoccupied by U. S. a year later. Bitter fight "virtually annihilated" enemy. Above, landing force hits Massacre Bay on 11 May 1943.



Kiska was retaken in August. Japs had fled. (Previous battle of Komandorski Islands saw outnumbered U. S. force foil Jap reinforcement attempt. Above, fog obscures coast as landing force moves in.



Bougainville Following Central Solomons campaign, U. S. offensive starts rolling Japs back. Above, Navy cruiser's guns bombard Buka airfield at night to aid Bougainville landing 1 November.



Gilberts Capture of Gilberts, "a necessary part of any serious thrust at the Japanese Empire," was achieved 21-24 November in bloodiest assault in Marine Corps history. Above: Tarawa on "D-Day."



Official U. S. Coast Guard photograph

Marshalls "Largest offensive yet" sent hugest fleet world had ever seen against Marshalls on 30 January 1944. Kwajalein fell 5 February, Eniwetok (above) two weeks later.



Gilberts and Truk Photographs from "Flying" Magazine

Truk In a bold and sensational blow, powerful carrier task forces raided great Jap naval base at Truk on 17-18 February, sank 23 ships, damaged 11, and destroyed 201 planes in "partial payment" for Pearl Harbor.



Photograph from "Flying" Magazine

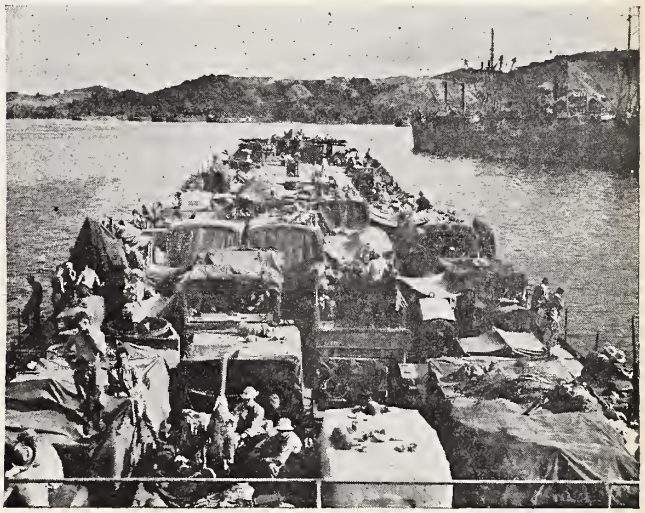
Marianas On Washington's Birthday a Pacific Fleet task force with several hundred carrier planes struck deep into the Japs' back yard, hit Saipan, Tinian (above), Guam. Japs lost 116 planes.



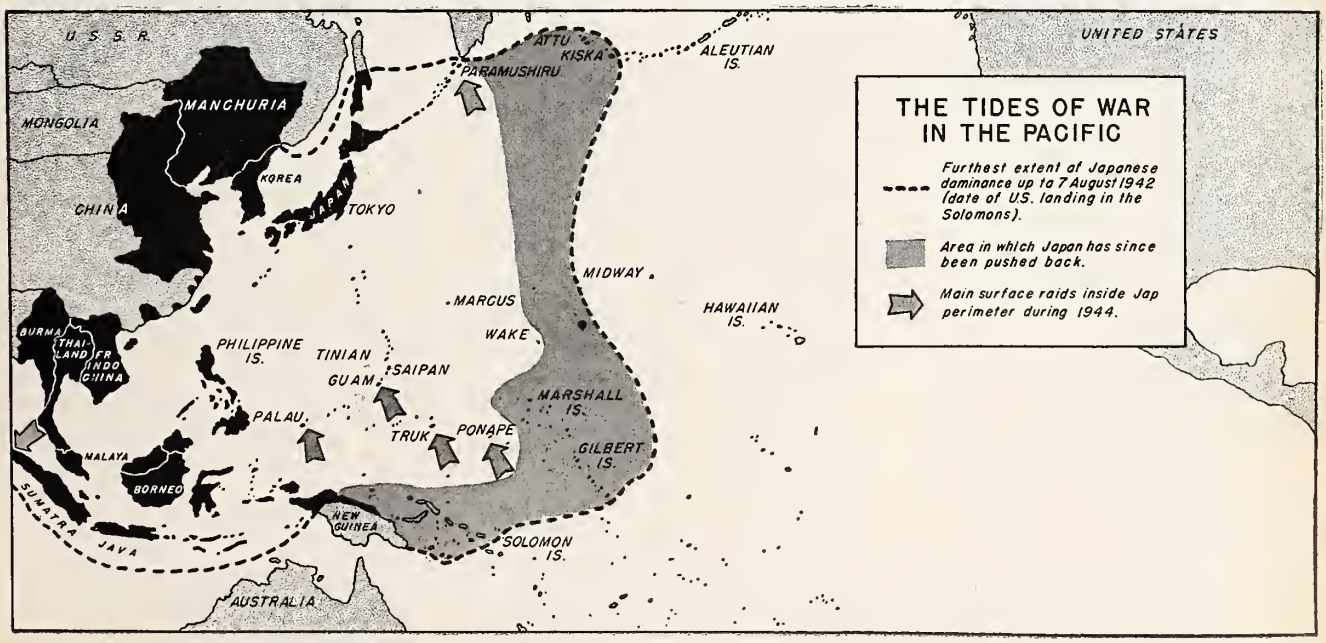
Admiralties A "reconnaissance in force" by amphib units became an occupation when enemy weakness at Los Negros was revealed. Later, to east, marines swarmed ashore at Emirau (above).



Palau In terrific raid on Jap-held islands, Navy task force sank or damaged every Jap ship anchored at Palau, Woleai and Yap; three others were sunk in attempt to flee (46 in all). Photo shows five of them.



Hollandia Plans "completely integrated," forces of Admiral Nimitz and Gen. MacArthur won Jap airfields on Dutch New Guinea. Above: the landing at Tanahmerah Bay. Official U. S. Navy photographs



V-Discs...

Kits of Latest Records Now Available Monthly To Ships and Stations





SAILORS with a taste for "boogie woogie" and those who prefer Bach, sailors at desolate Aleutian bases and those in a "tin can" in the South Pacific can now hear the kind of music they like by the orchestras and artists they prefer.

Through an arrangement between BuPers and the Army Special Services Division, leading orchestras and artists of the nation will make transcriptions especially for the armed forces. The Navy will distribute these double-faced 12-inch V-Discs monthly in kits of 20 records to 2,500 ships and naval activities outside the continental limits. Kits of records will be available for hospitals within the continental limits where battle-wounded are being treated.

You couldn't buy a set of recordings like these in a U. S. music shop for a million dollars because they aren't for sale commercially—can't even be distributed at activities inside the continental limits, as a matter of fact, except in service hospitals where combat casualties are being treated.

The V-Disc idea was put in motion last September by the Army to give soldiers "up-to-the-minute" recordings of their favorite orchestras and artists. A staff of experts in the recording field was assembled and arrangements were made to record songs by all the leading dance bands using the facilities of the Columbia, Victor and World studios in New York and Hollywood. In the first few releases sent abroad, a questionnaire was enclosed asking for suggestions. What artists did the boys want to hear, what kind of music did they want? An avalanche of mail came back, and from these suggestions the Army compiled its monthly "Hit Parade" of recordings.

GIs in Italy apparently were fed up on local music. As one doughboy wrote, "*O Sole Mio* will never replace *Stardust*."

Requests came in by the hundreds, from buck privates to generals. General Eisenhower, for instance, wanted to hear *Benny Havens*, an old West Point song dedicated to a friendly bartender near the Military Academy. Because of the generous cooperation of music publishers, the American Federation of Musicians and the artists themselves, every popular request has been filled.

The Navy now has joined the Army in this recording enterprise, and sailors will have an equal voice in determining what selections will be offered in the monthly kit. While the Army's staff of recording experts will continue to handle the production, any suggestions from naval personnel will be considered in compiling the month's kit of records. If you want to hear Bing Crosby sing *It's Love, Love, Love*—and you have enough support from other Macs—then that will be included in a forthcoming kit.

A questionnaire to be enclosed in the first kits will ask for comments, such as:

"What five V-Discs do you like *best* in this release? What five V-Discs do you like *least*? What artists and selections would you like to hear on future releases? How many records were received broken? How many unplayable? What type machine are you using to play these V-Discs?"

From replies to these questionnaires, a decision will be made on future recordings. All activities are urged to send in comments, via BuPers, to

V-Disc Department, Attention: Navy Representative Music Section, special Services Division,

205 East 42nd St., New York, N. Y.

V-Discs are made from a new plastic substance known as Vinylite which, in its raw state, is a by-product of natural gas. Since this plastic is a critical material, only about 22,000 pounds, or enough for 50,000 records, is available monthly. However, a new material similar to Vinylite has been developed and may be used in the future.

Vinylite records are practically unbreakable (don't try pounding them with a sledge hammer) and they make possible a reproduction of transcription quality. In other words, you don't get the rasping static so reminiscent of old-time phonograph records. A record can be played at least 200 times before it starts to deteriorate. It can be used on any phonograph or record player at the standard speed of 78 RPMs. Each side of the record plays for about three minutes, which means that a kit of 20 recordings will give two hours of recorded music.

V-Discs will be shipped in sturdy brown cartons which are water resistant, and able to withstand 500 pounds of pressure. They will be shipped direct from a central distributing agency to ships and stations. Kits will not be sold to individuals—only to welfare and recreation activities.

The best 12-inch shellac records cost, at retail, 75¢ and up. V-Discs will cost $12 for a kit of 20, or 60¢ each.

Actually, it costs about twice as much to manufacture a V-Disc as it does to make an ordinary commercial record. The Vinylite going into a record costs 18¢, about 10¢ more than the material used in an ordinary record, and it takes about twice as much labor to turn out a V-Disc. The low price is made possible by the fact that all the musical talent is donated and V-Discs are sold at cost.

The sky is the limit when it comes to choosing the music to be recorded on V-Discs. Classical, religious, folk music—anything the services demand—will be furnished upon popular demand.

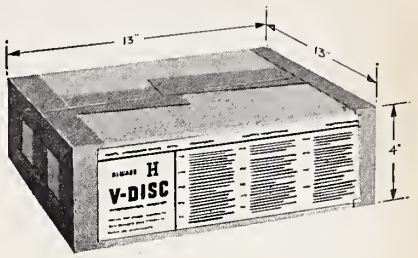
Soldiers demanded and got these recordings: *Ain't Misbehavin'*, *Two Sleepy People*, *Slightly Less Than Wonderful* and *There's a Gal in My Life* by the late Fats Waller; *1-2-3-4 Jump* and *In a Mellow Tone* by Red Norvo; *Henderson Stomp*, *Limehouse Blues* and *Dinah* by Benny Goodman; *Squadron Song*, *Tail-end Charlie*, *Don't Be That Way* and *Blue Champagne* by Capt. Glenn Miller. Another popular number was Paul Whiteman's rendition of *Rhapsody in Blue*, with Oscar Levant at the piano. For those with a more classical taste, there were excerpts from Carmen and the overture to *Marriage of Figaro* by the First Service Command Symphony Orchestra. Back issues of V-Discs which previously have been distributed at Army activities are not available, but some of these numbers may be repeated by popular demand. No song is too old or too new if there is a demand for it. The entire world of music is open to V-Disc customers.

How to Order V-Discs

Commands afloat or those outside the continental limits may order kits of recordings by writing to BuPers on a form letter, samples of which have been distributed to all naval activities eligible.

These orders should include the name and activity and the number of kits desired, together with the method of payment. Kits may be purchased with funds from the "Welfare and Recreation, Navy" or "17X8723 Ship's Stores Profits" appropriations, or from the ship or station welfare fund. If paid from appropriated funds, authority must be granted BuPers to debit the cost of the kits from the activity's allotment. If paid from ship or station welfare fund, a check must be enclosed to cover the amount of the order.

Orders must be signed by the commanding officer.



Records will arrive in package looking like this.

I-WITNESS

Harrowing First Night On Namur

The harrowing first night spent on Namur Island in the Marshalls, when his detachment was cut off by the Japs, is described below by Pfc. R. P. Holt, USMC. *He was one of the three survivors of a 20-man demolition team. Both of the other two survivors were wounded. This group of marines accounted for at least 50 Japs, perhaps more.*

Armed with flame-throwers, dynamite charges, Browning automatic rifles, grenades, and Garand rifles and carbines, our 20-man team moved more than halfway across the island, hurling concussion bombs, blasting pillboxes, and firing into small groups of enemy. Most of the time we were in advance of the front line of the infantry group we were working with. We got so far ahead, in fact, that word was sent to pull back closer to the landing beach for the night.

Realizing that we were practically alone, the lieutenant in charge of the group ordered us to head back to the front line. Several times we were fired on by the enemy and once a tank rolled up to within 100 feet and failed to see us, but providentially moved out of the area.

We had reached the blockhouse when the machine-gun fire first caught us at dusk. They caught us between the crossfire of two machine guns, nailed us down on the ground behind the concrete blockhouse, rolled grenades over the top of us, and then picked us off when we moved back from the blasts. There was enemy fire on all four sides of us, so we had to hole in for the night.

I dug a foxhole to one side and in front of the blockhouse, and three of us established an advance guard spot here. Small groups tried to rout us out, but we knocked them off. Each of my two companions had a BAR and Garand. One of the BARs and both of the regular infantry rifles had been doused in the landing and refused to operate. I was able to fire my carbine only by pounding the side lever open and shut with the handle of my hunting knife.

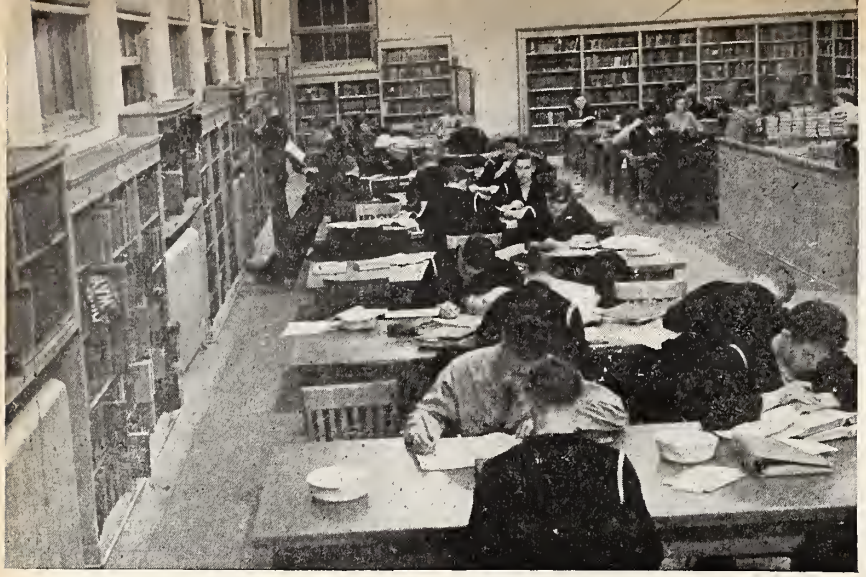
About 0330 the Japs moved up a machine gun behind a barrier just in front of us. I had run out of ammunition, and we had to move back behind the blockhouse. Three Japs moved in cautiously from the left. We killed them and then yelled to our sentry who had been posted out there. There was no answer, so a couple of us went out to investigate. We found his body. His throat had been slit. He hadn't even made a sound.

One of us asked the lieutenant what time it was. He said 4 o'clock. Less than five minutes later he was dead. The bullet came from a tree behind the blockhouse, so we each fired a couple of shots into the three. Fire from this spot ceased. But the enemy kept moving in, in small groups. It was awful. They would laugh and yell and then rush in. We kept mowing them down, but they kept trying to force us out from behind the house.

Finally they started rolling grenades over the top. Those of us who were left—eight, I think it was—ran out to other embankments. The machine guns then opened up. We—four now—moved back, but the grenades started again.

I hid behind a small concrete box with one fellow. He looked over the top to fire the machine gun to the right. A bullet hit him in the head and he dropped dead beside me.

Somehow we held out until just before daylight, and then slipped back to our line.



V-12 STUDENTS, at left, study in library at University of Idaho, Southern Branch.

On V-12's First Birthday:

Achievements of Program in a Year Make Possible Curtailment Next Fall

In an address reviewing V-12's first year and looking into the program's future, Vice Admiral Randall Jacobs, USN, Chief of Naval Personnel, announced last month that present V-12 quotas in all colleges and universities would be maintained during the term from 1 July to 1 November but that there would be an over-all decrease on 1 November of about 25 percent.

The curtailment, he told a conference on the Navy V-12 program held 12 May at Columbia University, New York City, will be in line with a decrease in the Navy's over-all requirements for additional young officers. No V-12 units will be eliminated at that time, he added, unless a college requests such elimination or is unable to fulfill its obligations under the Navy contract, and no unit will be decreased below a minimum—roughly 250—necessary for efficient operation.

"The first principle laid down for the V-12 program was that it should be solely and exclusively a program for the training of naval officers," he pointed out. "There has been no deviation from that principle. By the first of July of this year the program will have delivered to reserve midshipmen's schools, supply corps schools, and Marine officer candidates' schools more than 23,000 qualified officer candidates, in addition to 2,600 officers commissioned directly from the NROTC and 1,400 from medical and dental schools. . . . The reports of the quality of the men have been uniformly favorable."

The proportion of officer candidates in the V-12 program with previous active service is steadily rising, and hundreds of promising enlisted men are being returned from the Mediterranean, the Atlantic and the Pacific for such training.

These are being brought back because they are considered of more value to the Navy as officer candidates in training on shore than as enlisted men in combat at sea. The Navy cannot fight a war with enlisted men alone, and officers must continually be trained for the fleet and, in smaller numbers, for specialized duty in hospitals, navy yards and other shore establishments.

"The end of the war may well find in every V-12 unit an overwhelming majority of men who have been called back to college after combat service," Admiral Jacobs said. "But if, as we all pray, the war ends at such an early date that many V-12 trainees have never seen a ship, let no one impugn their patriotism. They are serving the Navy where the Navy has ordered them to serve. They are serving where the Navy needs them most. The Navy is not keeping them from combat to protect them from danger; it is keeping them in college to man ships which will later join the fleet."

While the numbers of marines and NROTC trainees have been diminishing, the number of aviation candidates coming into the V-12 program has been increasing. The success of V-12(a) trainees in subsequent aviation training has been so marked that it is now proposed to substitute terms in the V-12 program for the work previously done by V-5 candidates in flight preparatory schools and the CAA-WTS program.

The year's most serious problem grew out of the democratic basis on which V-12 students were selected. Several thousand young men who went through high school expecting to go no farther, and who therefore took terminal courses such as business arithmetic and accounting instead of algebra and plane geometry, were selected as V-12 students. With relatively few exceptions, these are men of high intelligence and excellent character, fit for college in every way except in specific preparation for the prescribed academic courses.

The Navy has been specially interested in these men, as officer candidates, and has been gratified at the interest shown in them by the college faculties. The V-12 college faculties have met a real educational challenge with success, without any significant impairment of academic standards.

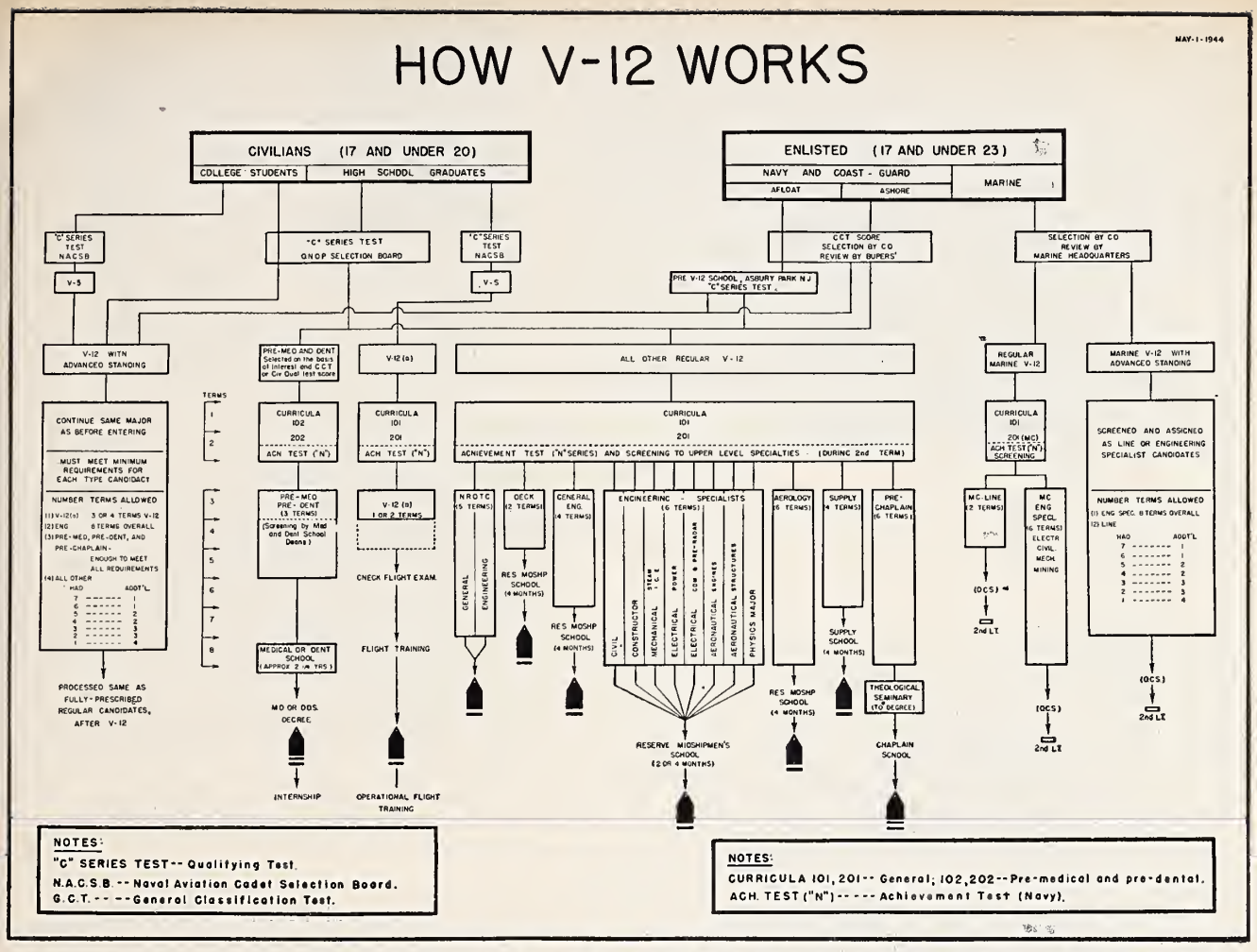
The flexibility of the V-12 program has proved to be of inestimable value to the Navy as well as to the colleges, Admiral Jacobs said.

"It would have been much simpler



RESERVE MIDSHIPMEN, many of whom now are V-12 graduates, learn from ship model aboard USS Prairie State in Hudson River at New York City.

Official U. S. Navy photographs



to have had several college training programs," he explained. "We might, for example, have had a separate NROTC and a separate Marine Corps program, each with its own college units. We might even have put the former V-1 and V-7 students into separate units, distinct from those selected to offer the new V-12 curricula. The decision to combine all these programs into a single V-12 program was taken after long and careful thought; and the wisdom of that decision cannot, in the light of the records, be doubted.

"The Marine Corps, for example, discovered only a few months after the inauguration of the program that it had more than enough Class III (d) students to meet its officer needs. Within the framework of the V-12 program, it was possible to abandon the projected screening of V-12 apprentice seamen into upper-level Marine training, to hold some Marine students for additional terms, to release 600 volunteers for naval training in reserve midshipmen's schools and to eliminate entire Marine detachments at several colleges. These changes solved a serious problem for the Marine Corps and made available to the Navy a splendid group of officer candidates to fill an emergency need this spring; at the same time, the actions were taken without any appreciable effect on the colleges involved, since quotas of Marine trainees were replenished from other sources.

"The same emergency which created the need for changing 600 Marine trainees into midshipmen caused us to commission three classes of NROTC instead of one on the first of March. The Navy thus secured 1,500 additional ensigns without seriously affecting the over-all quotas of any colleges in the program. If the NROTC had been abandoned at the beginning of the war, there would have been no students with sufficient training in naval science and tactics to be eligible for commissions without four months further training in midshipmen's schools. And if the NROTC units had been continued under a separate program, 27 colleges and universities would have lost, on a single day, appreciable numbers of their naval trainees, without hope of immediate replacement.

"The V-12 program is complex, but its complexity makes possible a more effective use of manpower. Because the fundamental educational requirements for all kinds of mechanized warfare are so similar, and because that similarity has been recognized in the V-12 curricula, students who entered with the idea of becoming marines have had no difficulty in qualifying as deck officers; engineering and deck officer candidates have found it possible to use all their college training in aviation; and pre-medical candidates, when the needs of the service demanded, have qualified themselves for general deck duties."

Therefore, because the V-12 program makes possible quick readjustments in advanced phases of training, the Navy has been able to use more effectively the individual abilities of trainees, to satisfy more accurately the shifting needs of the service, and to use more efficiently the instructional facilities of the colleges and universities in the college program.

"I wish I could foresee the status of the V-12 program a year from today," Admiral Jacobs said. "But if I could do that, it would mean that I could also foretell the crucial events that are certain to come both in Europe and in the Pacific and to prophesy their full effects on the Navy. All I can say at this time is that the V-12 program will continue so long as the Navy needs additional young officers to fight the war, and that the size of the program will depend upon the magnitude of the need."

TRAINING TIP OF THE MONTH

Sailing Vessels of the Atlantic



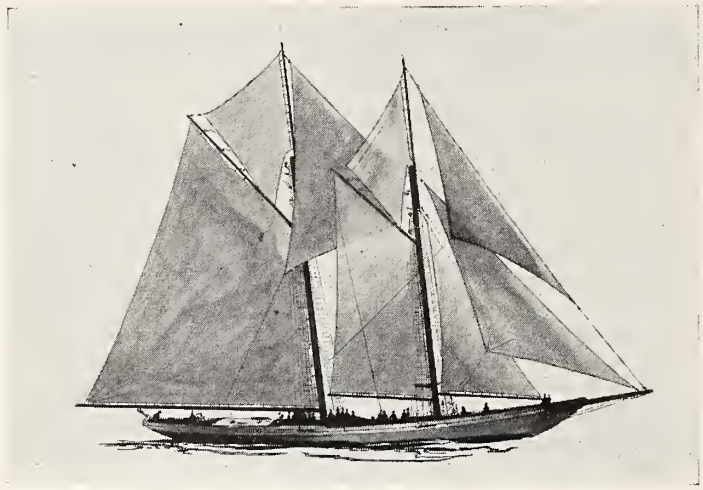
COMMERCIAL KETCH: Note the gaff-headed sails as distinguished from the jib-headed yacht sails. The after mast is placed forward of the rudder. This craft is found in the West Indies.

JUST because she is under sail, she is *not* a "sailboat."

Scattered over the waters of the world there are at least 5,000 types of sailing craft, each of which has its own name. No self-respecting lookout would report a carrier or a destroyer as a "steamboat." Neither should he call a schooner or a yawl or a sloop a "sailboat."

To assist lookouts in recognizing the various types of sailing ships, some of the most common types found in the North Atlantic, the Gulf of Mexico and the Caribbean are shown on these two pages.

If readers of the INFORMATION BULLETIN can supply photographs of the most commonly seen types of sailing craft of the South Pacific, the Mediterranean, the South Atlantic or Indian Ocean, these will be printed in future issues. Photographs should be submitted with descriptive data and information on where and when seen.



GLOUCESTER FISHING SCHOONER: All sail is set as this schooner glides along. These vessels are likely to be found anywhere from the Grand Banks south.



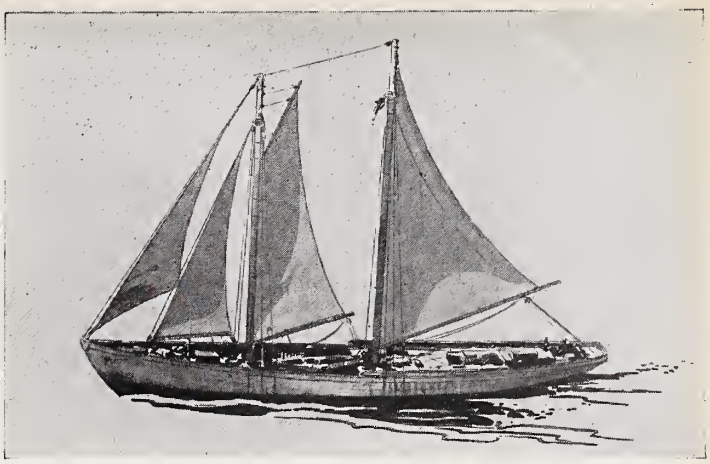
FREIGHTING SCHOONER: This typical West Indian vessel is two-masted, mainsail jib-headed, fore sail gaff-headed, with forestaysail and jib. Many of these schooners carry some auxiliary power.



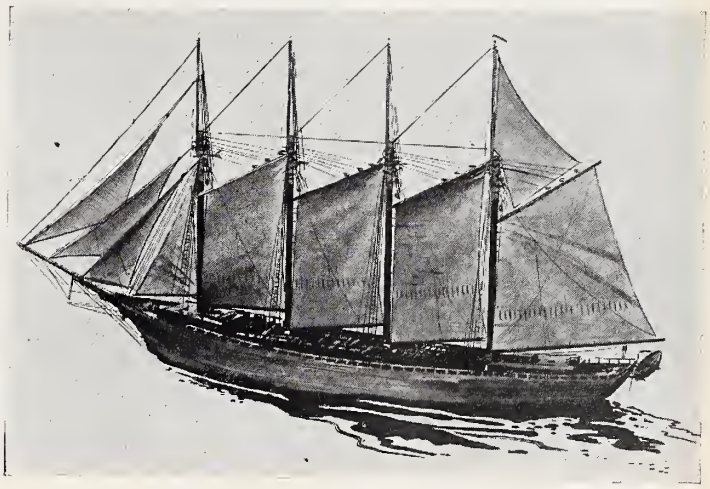
YAWL: Note the two masts, the after one placed abaft the rudder carrying a very small sail in proportion to the main sail. A yacht of this type is not likely to be found off shore in wartime.



CUTTER-RIGGED YACHT: This is likely to be found in U. S. coastal waters; has forestaysail and jib set and a third ready to break out.



GLOUCESTER FISHING SCHOONER: This sketch shows a schooner under the short rig more frequently seen than that shown on the opposite page with all sail set.



AMERICAN FOUR-MASTED SCHOONER: One of the last of her kind, this vessel has all sail set except fore, main and mizzen gaff topsails. A few such schooners still carry bulky products.



SLOOP-RIGGED YACHT: Note that the mast is nearer the bow than that of the cutter Sails used by sloop and cutter are similar. Vessels of this type would seldom be far off shore legitimately.



SLOOP: These vessels, most common in the West Indies, are used for all purposes—fishing, freighting, passenger carrying. Its one mast is set fairly near the bow. There is a large mainsail, forestaysail and jib.

Ship's Service . . .



Official U. S. Navy photograph

Customers get service with a smile at the ship's service soda fountain, Naval Air Station, Ottumwa, Ia.

"If It Is Run So That Every Apprentice Seaman Can Take Full Advantage of Its Entire Operation, Then All Naval Personnel Will Be Properly Served"

SHIP'S service, a former stepchild of the Navy, has so mushroomed and grown in service since its vague beginnings that today it is an integral and necessary part of every naval activity. Regulated to work exclusively for the welfare of naval personnel, the modern ship's service department has come a long way from the bumboat sales which may have planted the first seeds, or the financially haphazard "canteens" which were a forerunner.

So far, in fact, that it is almost taken for granted. But behind the services provided are stories of initiative by personnel locally and also assistance from BuPers in Washington to insure the best service possible.

With the expansion of the wartime Navy, and the corresponding increase in personnel and personal needs, ship's service quickly developed to such proportions that BuPers, under whose jurisdiction ship's service ashore is operated, saw that additional advisory guardianship was advisable. The Bureau accordingly established a new Ship's Service Section as part of its Welfare Division. BuPers is accordingly in a position to act as an advisory and coordinating unit for guidance of ship's service departments ashore, regardless of size. Its services also are available to forces afloat whenever required.

To find overall policies and methods for the vast and dissimiliar shore departments, BuPers has provided officers whose business training, experience and talents equip them for specialized duties in connection with ship's service merchandising and related problems.

Ship's service departments run the gamut in size and scope. One may serve the needs of two officers and 50 men. Another may be an integrated chain of activities catering to the personal needs and wants of thousands of men at a huge training station.

Quite aside from the ship's service activities afloat, there are 413 ship's service departments ashore, and a large number of branch departments. Each department is established locally and individually. According to Navy regulations, the commanding officer of any naval activity is directly responsible and completely in charge of its ship's service department or branch.

Especially under wartime conditions, the procurement, merchandising and general business problems of these stores can sometimes become fairly involved. The Bureau, however, is prepared to help solve those problems.

If for instance, one ship's service department finds itself in need of an



Official U. S. Navy photographs

This huge laundry is operated by the ship's service department at the Naval Air Station, Jacksonville, Fla.

article which is on a high priority list, it often happens that BuPers can furnish the otherwise unavailable item. This is possible because the Bureau, working with WPB, can obtain access to large quotas or released priority items and thus be in a position to assist in redistribution to individual stores.

Potential shortages often can be avoided as well as current shortages corrected for individual or groups of shore ship's service departments. If, for instance, a cigar shortage looms because of labor scarcity or other manufacturing bottlenecks, BuPers hopes to be able to insure ship's service stores everywhere of their legal and fair share of cigars. Similarly, it can come to the aid of any department falling behind its proper quota of other essential commodities.

It's a system which works to secure for the Navy man everywhere the best available products at the lowest possible cost.

BuPers has a representative in the New York office of the Army Exchange Service who sees to it that available supplies are as accessible to the Navy's ship's services as they are to post exchanges.

One of the central services now offered to men of the armed services everywhere is the recent gift plan which enables the fighting man overseas or at sea to send presents home to family or loved ones. Every ship's service department or store now has the opportunity to have a standard gift catalogue which lists available items. The individual selects his gift, pays for it in his own ship's service store. At home the supplier wraps and delivers the chosen gift with a message from the sender.

Under BuPers regulations, ship's service ashore must forward semi-annual financial reports for checking and filing. In BuPers auditors carefully

Ship's Service Fund Established

A "Ship's Service Contingent Fund, Bureau of Naval Personnel," to help liquidate and otherwise assist ship's service activities, has been established by BuPers.

The fund, to be administered by the Chief of Naval Personnel, will derive its income from monthly payments of 1% of monthly sales volume of goods and services by ship's services within continental U. S. and ½% per month on the same basis by ship's services ashore within naval districts outside the continental limits.

Any part of the fund not required currently to assist in liquidation of ship's service activities will be a revolving fund, to be used, in the discretion of the Chief of Naval Personnel, for loans to assist in establishing new ship's service activities; loans, subsequent to establishment, for purchase of equipment, where not provided from official funds, and stock or operating supplies; and advances in prepayment of invoices for merchandise purchases.

(For details, see BuPers Circ. Ltr. No. 117-44 N.D.B., 30 April 1944, 44-489.)



SHOP FOR WAVES at a large shore station illustrates the versatility of ships's service in meeting the changing needs of naval personnel.

check all such reports for any faulty mathematical or bookkeeping technique.

Until recently, insurance was one of the prime headaches for all ship's service officers. An insurance policy is an intricate contract. Only a few ship's service officers could be expected to have a thorough or comprehensive knowledge of what type and how much insurance they needed for proper coverage. With the tremendous expansion of ship's service activities, insurance was often inadequate or overlapping.

Today a new "package" insurance program designed specifically for ship's service ashore within the U. S. has been made available. It is drawn so as to enable every ship's service to obtain adequate protection to meet the individual requirements of his activity at the lowest possible premium cost. The new "package" policy may be placed through whatever local agencies or brokers and with whatever insurance companies the CO desires.

A self-insurance plan for activities afloat or overseas to protect them with a practicable means of obtaining adequate coverage — including wartime hazards — also has been made available. Such a policy previously was almost impossible to obtain from commercial carriers.

This self-insurance plan is known as the "Ship's Service Mutual Insurance Fund" to which each activity overseas and afloat will pay premium assessments based on the loss experience of all participating activities. Protection is provided against all risks of loss and damage.

Because of the personnel problems involved, BuPers is prepared to provide advice and guidance to ship's services faced with labor or employment problems. Manuals and treatises on this subject have been prepared and will be distributed.

A particular appeal is being made to wives and relatives of Navy men to accept employment in ship's service departments. The use of uniformed personnel in ship's service departments is being minimized, and it is planned that eventually most uniformed employees will be limited-duty men or disabled veterans returned from combat zones.

Above and beyond these specialized services, BuPers is concerned with the adoption of a specific general policy and attitude of each department in its dealings with its customers. It has attempted to impress on ship's service officers everywhere that their main problem is simple but sometimes overlooked.

It is:

"Run every ship's service department primarily for the benefit of naval personnel. If it is run so that every apprentice seaman can take full advantage of its entire operation, then all naval personnel will be properly served and the ship's service department will be fulfilling its mission."



ASHORE: Customers jam new ship's service store at the NATTC, Jacksonville, Fla.



Official U. S. Navy photograph

AFLOAT: Rush hour at soda fountain operated by ship's service department in an aircraft carrier.

What Happens When a DD Goes Down

Landsdale Survivors Laud Ship's Gunners, Skipper, Coast Guard

Survivors' accounts of the sinking of the USS *Lansdale* on 20 April in the Mediterranean by German torpedo planes were filled with praise for their Coast Guard rescuers, the gun crews aboard the doomed destroyer and their skipper.

Although their searchlights, sweeping the water as beacons for the swimming survivors, made them perfect targets for the enemy, the Coast Guard DEs stuck to their job for three hours, picking up survivors.

Said Lt. (jg) James E. Bever, USNR, of Bellingham, Wash., assistant communications officer aboard the *Lansdale*:

"I was at my battle station. Suddenly we saw two planes coming in from starboard, about 15 feet off the water. A torpedo whizzed past our bow — and a second later another one hit.

"The lights went out. I bounced against the rail, then back and my head hit the bulkhead. The lights came on again. Then there was a second explosion and the lights went out. This time, for good.

"The ship started to settle. Then the skipper's voice was saying, 'Prepare to abandon ship.' And believe me, he sounded calm. . . .

"Yeah, I know everybody says the same thing who has been on a deal like this, but I mean it. He (Lieut. Comdr. Douglas McK. Swift, USN, of Portsmouth, R. I.) was calm and so was everybody else. There wasn't any commotion or anything. Why, all this time those fellows on deck were shooting at the planes. They got the first one — the one that missed us with a torpedo. And another, too.

"We had colored mess attendants firing from one antiaircraft gun and they were firing while the decks were awash. Why, they were firing until they were ordered over the side."

Of the men on the antiaircraft guns, Lt. (jg) Frederick Gehlmann, USNR, of River Forest, Ill., said:

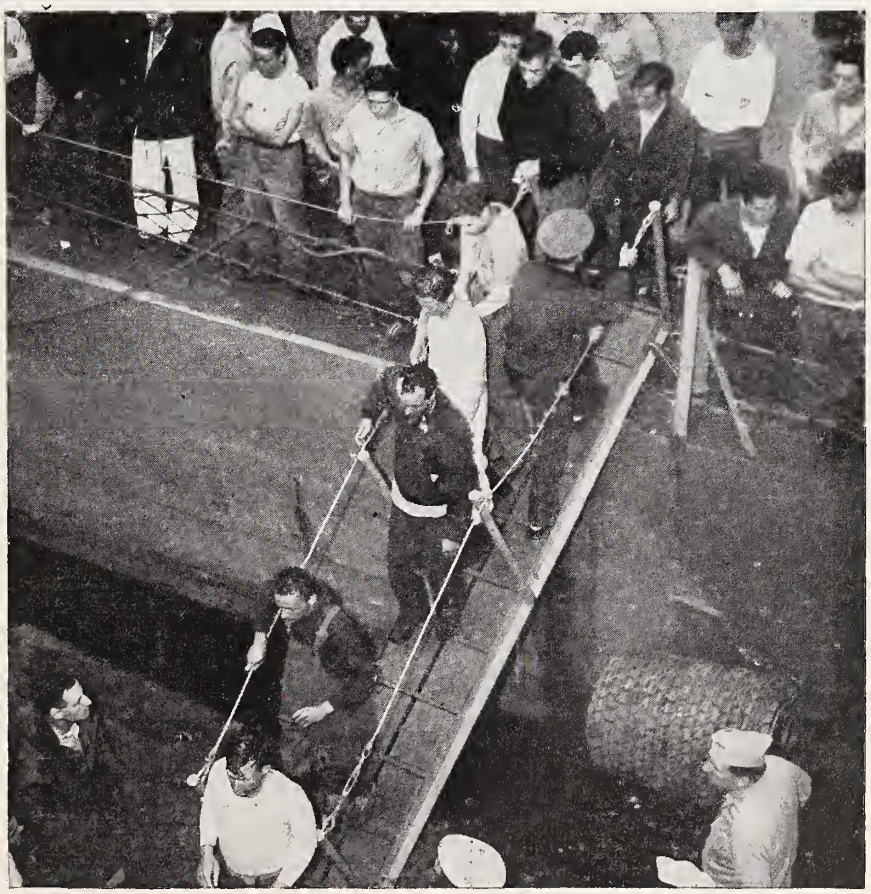
"Well, they just listened to the captain saying 'Abandon ship,' sort of half-mumbled 'Yes, sir' and went right on shooting, that's all."

Taking up the story again, Lieutenant Bever said:

"I was in the water about three and a half hours before a Coast Guard destroyer escort picked me up. And what service! Why one member of that crew jumped over the side as soon as he saw us. He swam around and pulled us over to the side of the ship and the rest of the crew hauled us aboard."



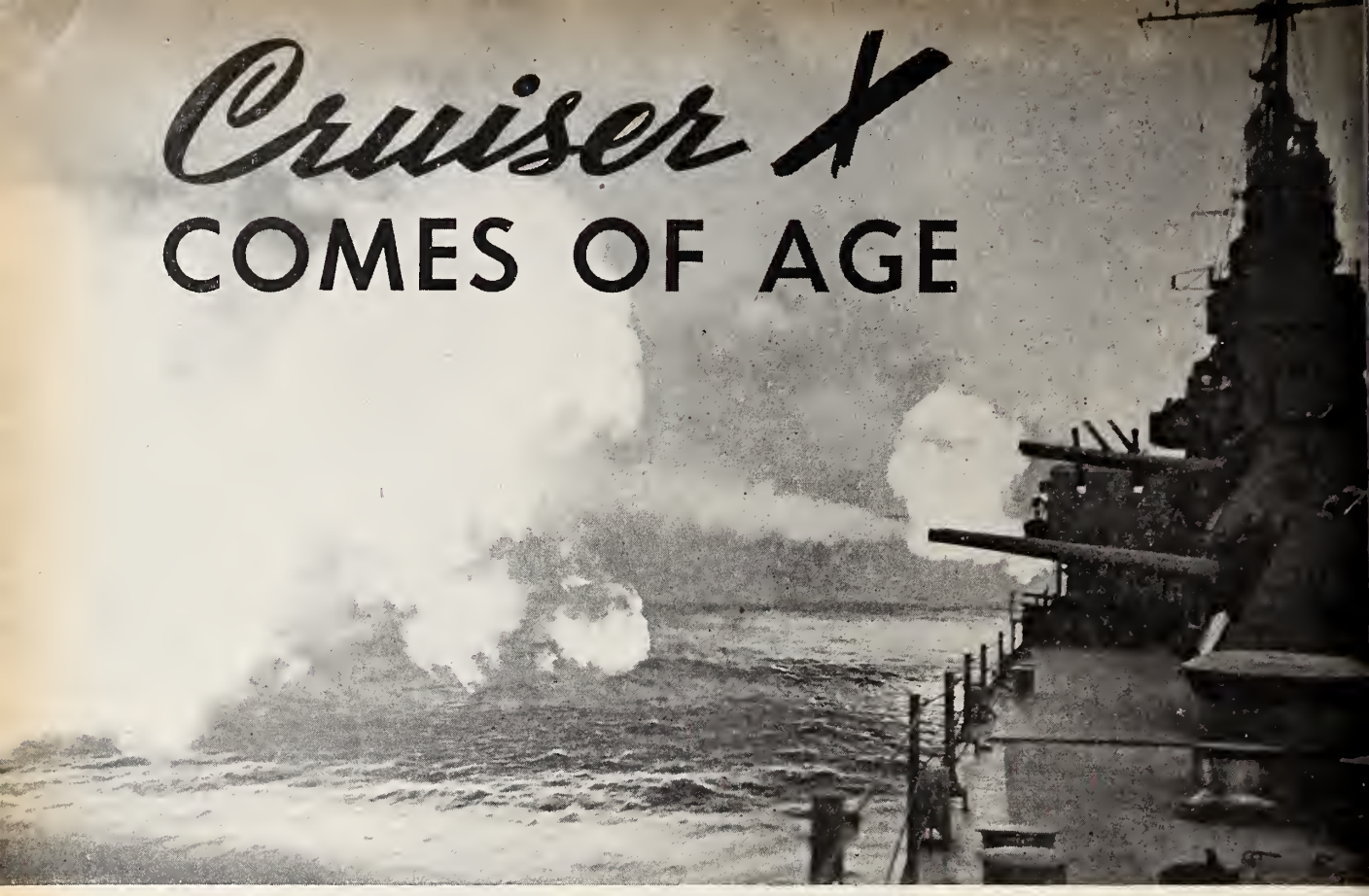
RESCUED by a Coast Guard ship, survivors are "aired" after removal of their oil-soaked clothing. The rescued men spent several hours in the water. Said one survivor: "Don't let anybody ever claim the Mediterranean is warm in April."



Official U. S. Coast Guard photographs

SAFE in a North African port, survivors leave a Coast Guard DE. Among them was the Lansdale's executive officer, Lieut. Robert M. Morgenthau, USNR, son of the Secretary of the Treasury. He's at lower left here, standing on dock, hatless and with hands in coat pockets.

Cruiser X COMES OF AGE



Salvos from the cruisers heavy guns test the ship for structural weaknesses.

Shakedown Cruise Is New Warship's 'Final Exam' Before She Joins Fleet

LET'S go aboard Cruiser X on her shakedown cruise.

An air of expectancy has hung over the ship for weeks. Everyone knows —or *thinks* he knows—when she will shove off, but only the skipper and his key officers know the itinerary, and they aren't talking.

The sounding of the ship's siren always is a prelude to something. In this instance the siren marks the departure on a cruise that will make or break our ship. Nothing so far has compared with this tense moment. Even the thrill of hearing the blast on the bugle signaling the first line is fast or the anchor let go after an extended cruise does not compare with this.

For this ship is our home, and we must prove the X worthy of becoming a combatant unit in the greatest fleet on earth. This will show whether our training has been adequate, whether we are good enough to man this mighty man o' war.

At last we cast off and head for an area that has been designated for our shakedown maneuvers. While there is little likelihood that any enemy submarines are lurking about, a man o' war never takes anything for granted. Watches are posted, in accordance with the watch quarter and station bill.

The ship is scarcely under way when general quarters is sounded. Men scurry for their battle stations and, despite many previous practice drills, there is a certain amount of confusion. The general quarters lasts for several hours while divisions officers personally instruct every man in his duties. Each of us must know not only his own duties, but the duties of other shipmates nearby. If one man is killed or wounded, other men stationed near him must be able to take over.

Men must know the ship so thoroughly that they can find their way to battle stations in the darkness, or by the feeble gleam of battle lights. They must know every possible avenue of travel about their own parts of the ship, for an enemy shell may block a passageway or flood several compartments.

One of the first tests is for structural firing. It must be determined whether the cruiser can take the shock of her own gunfire before she practices dishing it out. One of the toughest strains a warship undergoes is caused by the salvos from her heavy guns. So the ship's heavy guns are trained at maximum elevation and fired in salvos at various angles. Perhaps one forward turret is swung around to the limit of train and fired —testing the terrific blast effect on the superstructure.

After this structural firing practice, damage-control parties test every compartment to see if any weaknesses have developed.

Day and night the cruiser steams ahead on a zigzag course. There are a number of zigzag plans, and these are used alternately so that no sub could possibly forecast where the ship would be at a certain time. The navigator keeps a plot of the ship's course by dead reckoning and continually checks it by celestial navigation ("shooting" the sun or stars). During the entire cruise the navigator probably never is more than 10 seconds running distance from the pilot house. He sleeps whenever he can steal a few winks in the service bunk near the bridge.

Crewmen and officers alike soon learn that a shakedown is no picnic. From three to four general quarters are held every day, at least one of them each day always extending through the morning or evening twilight. The routine is "watch-in-three," but in their off hours the men must keep up their routine work. "Watch and watch" is seldom imposed except in known danger areas because it has been found that humans just can't take it; they get groggy after a few days.



SHELL HANDLERS must step lively to keep this 40-mm. "quad" firing continuously.

Official U. S. Navy photographs

There is firing practice nearly every day and battle problems to work out. The first lieutenant runs a problem involving damage control. For a half hour before, the time periods remaining before the zero-hour are announced over the public-address system. Then, at various times, the men are handed slips of paper containing the problem.

The problem notifies them of hypothetical shell hits, torpedo hits and other casualties which have occurred to the ship, each one involving a form of damage which will affect not only the local area hit, but the supply lines to other parts of the cruiser. All of these individual problems must be evaluated by the force in the immediate location and remedial action instituted, such as shoring up bulkheads, isolating portions of the ship, starting submersible pumps, counter-flooding, manual control of communications and powder and shell-handling devices, local control of individual batteries and turrets, etc. This indoctrinates all hands with the necessity for initiative and affords them a thorough grounding in what action will be necessary in actual combat.

The problem might simulate the approach of a squadron of torpedo and dive bombers from 40 degrees on the port quarter, flying at 20,000 feet. The antiaircraft guns begin barking at imaginary planes and throw up a curtain of flak. Then a torpedo wake is discovered, and the skipper orders "left full rudder." The cruiser avoids the first tin fish but another one, unnoticed, crashes into the port quarter below the water line.

Then it's up to the damage control officer to assess the damage and decide what's to be done. Several compartments must be closed off. Compartments on the starboard side may be flooded to correct the list. Electric power lines probably have been ruptured and must be repaired. Possibly fires have broken out.

Tugs or destroyers of the service command always are available in this area to tow targets for firing practice, and planes can be obtained to tow sleeve targets for antiaircraft drill. Occasionally a five-inch gun will send up a star shell and the 40- and 20-mm. guns will cut loose, usually tagging the tiny parachute before it falls into the ocean.

The "black gang" always looks forward to the full-power run, which determines just how fast the vessel can travel under full power. All new ships have a certain rated speed. If they can attain that, they are acceptable to the Navy. In most cases new ships exceed this rated speed.

A full-power run in wartime starts with a four-hour period when the speed is gradually stepped up, then four hours at full power, and four hours when the power is tapered off. Rules for full-power runs require that the ship generate its full rated horsepower over the designated period of time. The warm-up period is necessary because the new machinery cannot be subjected too suddenly to the tremendous temperatures and pressures of full power.

After some weeks of daily practice we head back to the fitting-out yard for the "final exam"—a full-dress rehearsal before a naval board of inspection. This time the battle problem is propounded by a board of inspection and no one, not even the captain, knows what it will be. Every effort is made to simulate actual battle conditions. The inspecting officers go about pulling switches, disconnecting oil lines, etc., during the battle.

A shell presumably has hit abreast No. 2 turret. Actually, a switch has been pulled, cutting off electric power to the turret, throwing out its control machinery and putting it out of automatic control. The turret officer quickly shifts to manual power, pointer fire, and local control if necessary.

On the bridge an inspecting officer points at a telephone talker, says, "You're dead." The man sits down, leaving his telephone unattended. Another telephone talker near him grabs up the telephone and handles both phones, one at each ear.

Suddenly the communication between the bridge and the engineroom is cut off; so a chain of men is established to a point where the ship's service system is still operative. Thus the captain is able to transmit his orders and obtain such information as he requires until emergency communications are established.

These are only a few of the things a crew undergoes during the inspection. Upon the findings of the board rest the result of months of training and practice. Will we be found fit to join the rest of our fleet? All hands are strained, keyed to a pitch where the least dereliction on the part of one man brings down the recriminations of his shipmates. We realize that everyone makes mistakes, but we feel that nothing but the best is good enough for our ship.

The inspection is over. We have been tested in every way except under battle conditions. In leaving, the inspecting admiral congratulates the captain, tells him that he has a "clean, smart and taut" ship. In theory, we are outstanding. The days and nights of watches, hardships and drills have produced what everyone worked and prayed for.

In just a short time now we will be heading back out to sea—out to join the fellows who have been bearing the brunt of attack while we have been fitting out the X. Our reputation precedes us. We are welcome as a ship "ready, willing and able."

Solving a Battle Problem on Cruiser X



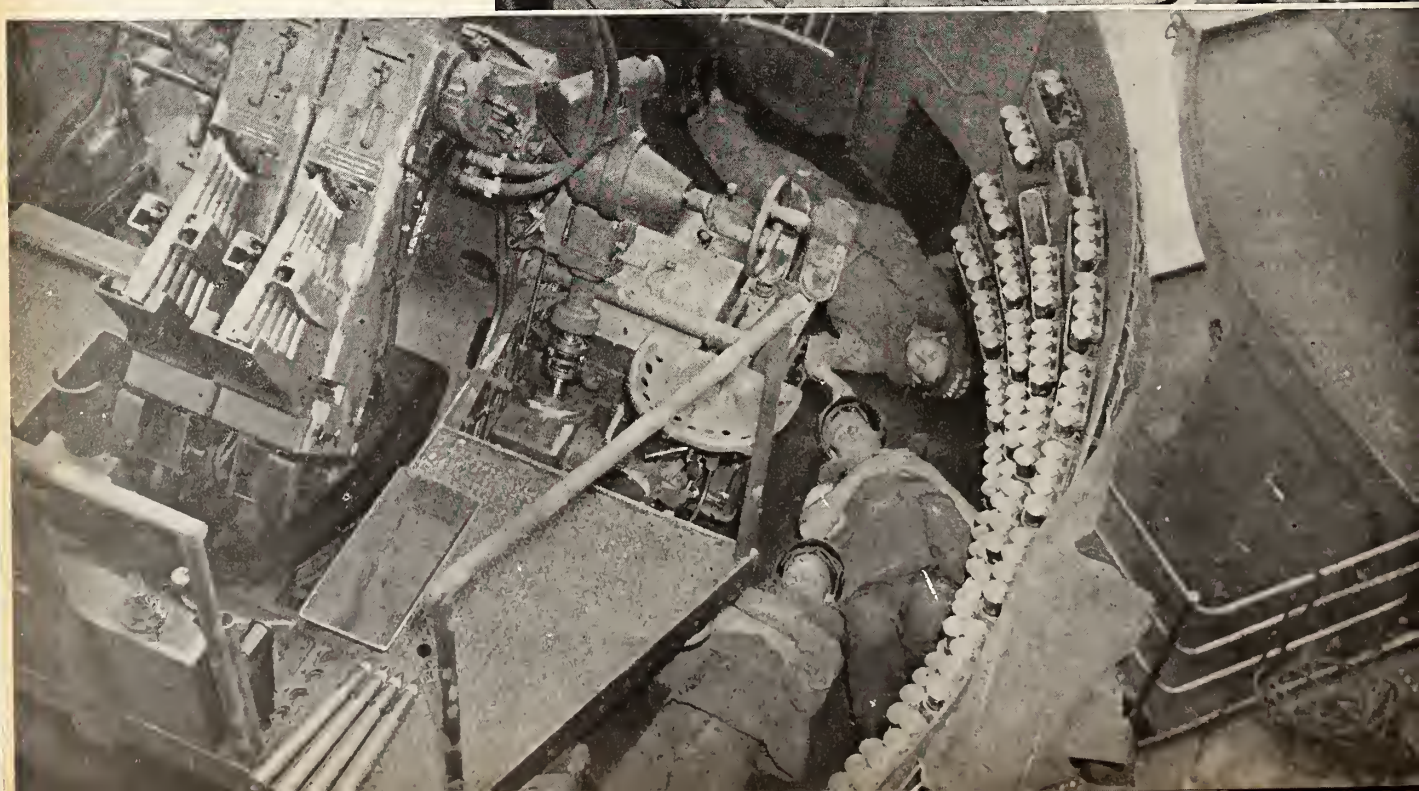
ABOVE: The gunnery officer issues final instructions to the ship's officers before a battle problem.

RIGHT: A bugler sounds general quarters over the PA system.

BELOW: This gun crew presumably was "knocked out" by enemy fire.

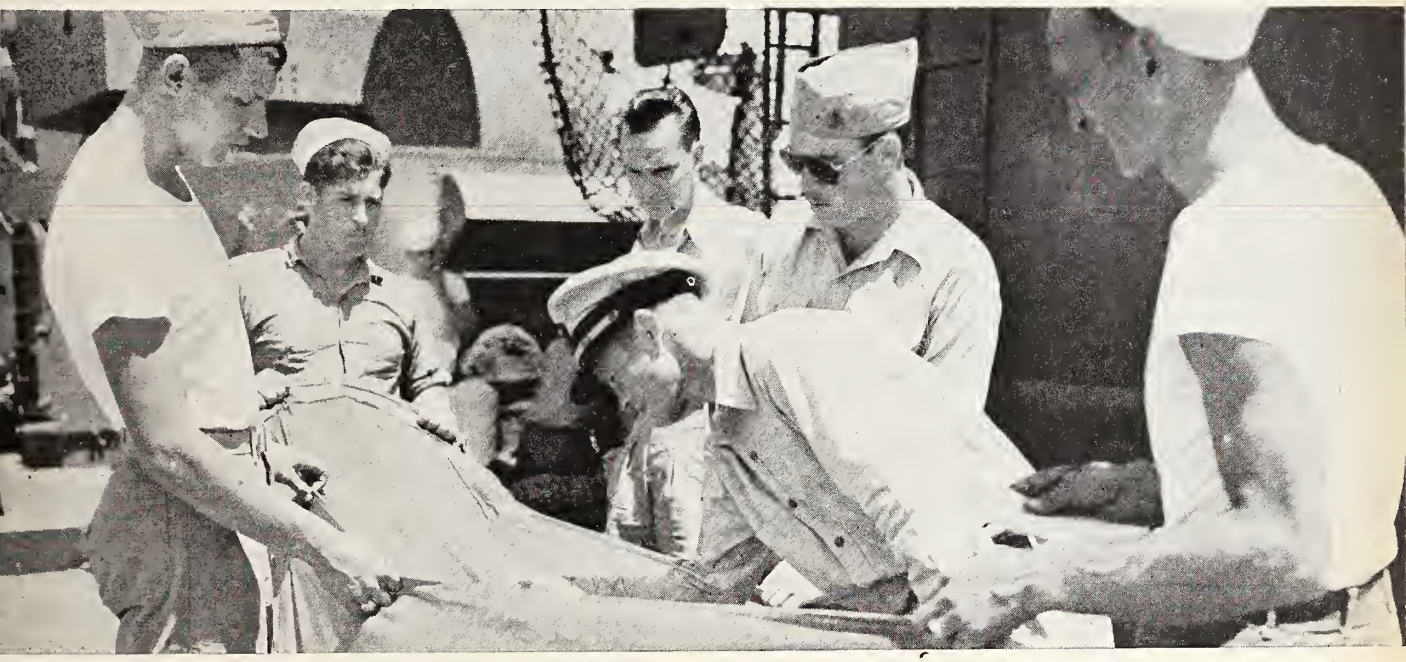
Official U. S. Navy photographs





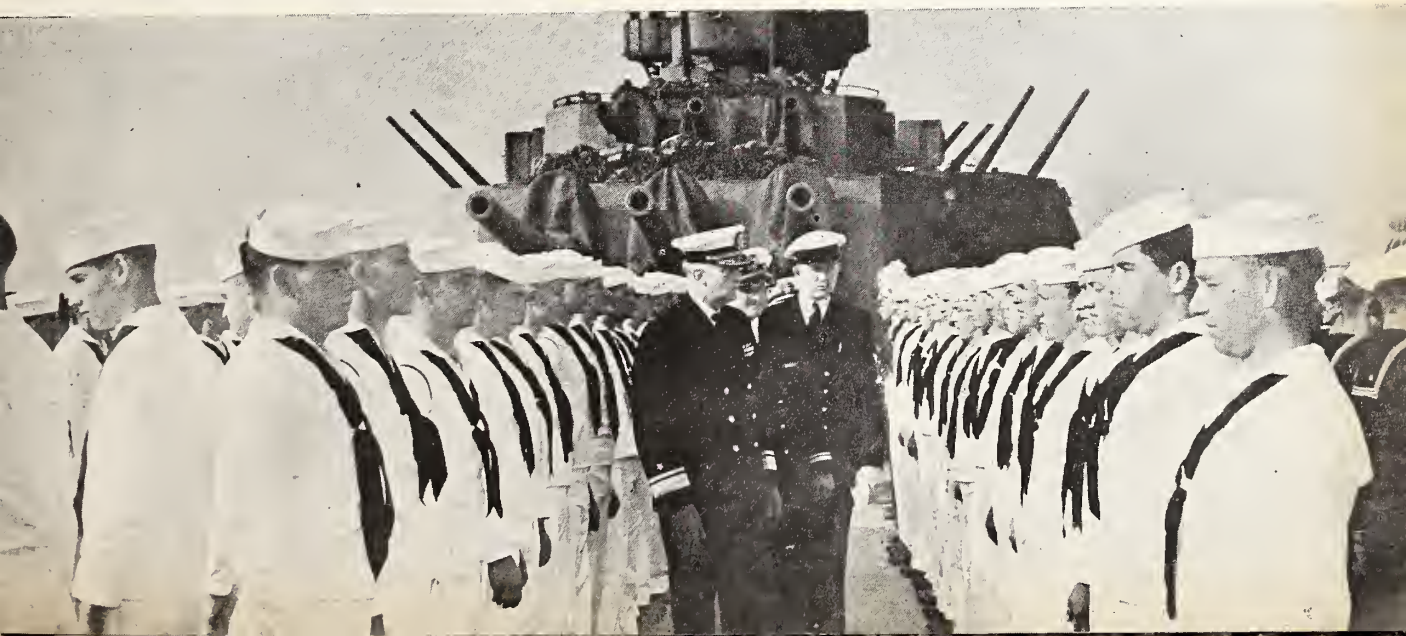


A damage control party dons flash suits to fight an imaginary fire.



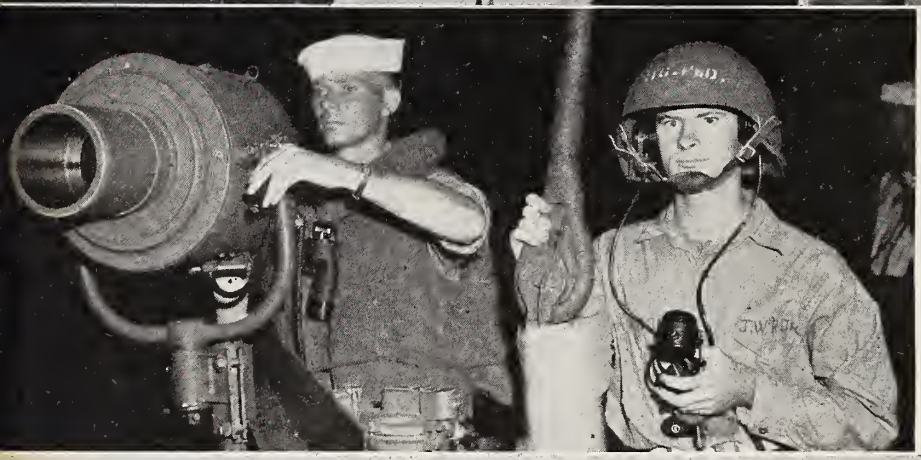
ABOVE: Gunnery officer examines a sleeve target.

BELOW: Enlisted personnel are inspected.









UPPER LEFT: Navigator and assistants taking noon sun sights

UPPER RIGHT: Taking an azimuth of the sun to determine compass error.

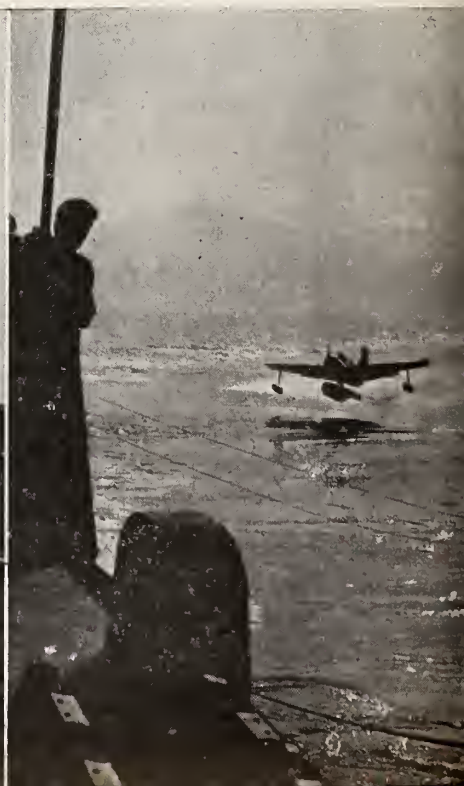
CENTER: One of the busy spots on the ship—the signal bridge.

LOWER LEFT: With flaps down, a plane is catapulted from the cruiser's stern.

LOWER RIGHT: The plane lands in the lee of the ship.

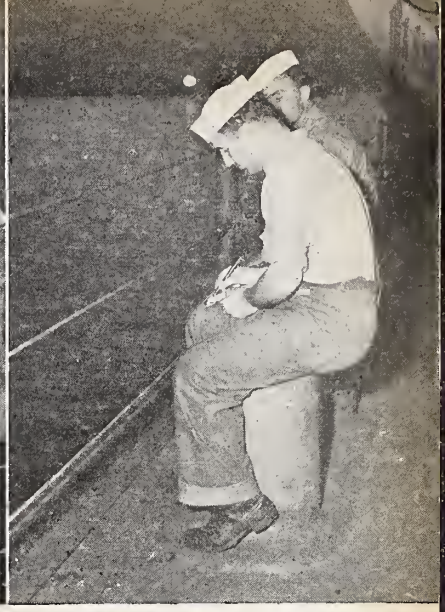
Official U. S. Navy photographs







Censoring outgoing mail is a chore of the junior officers.

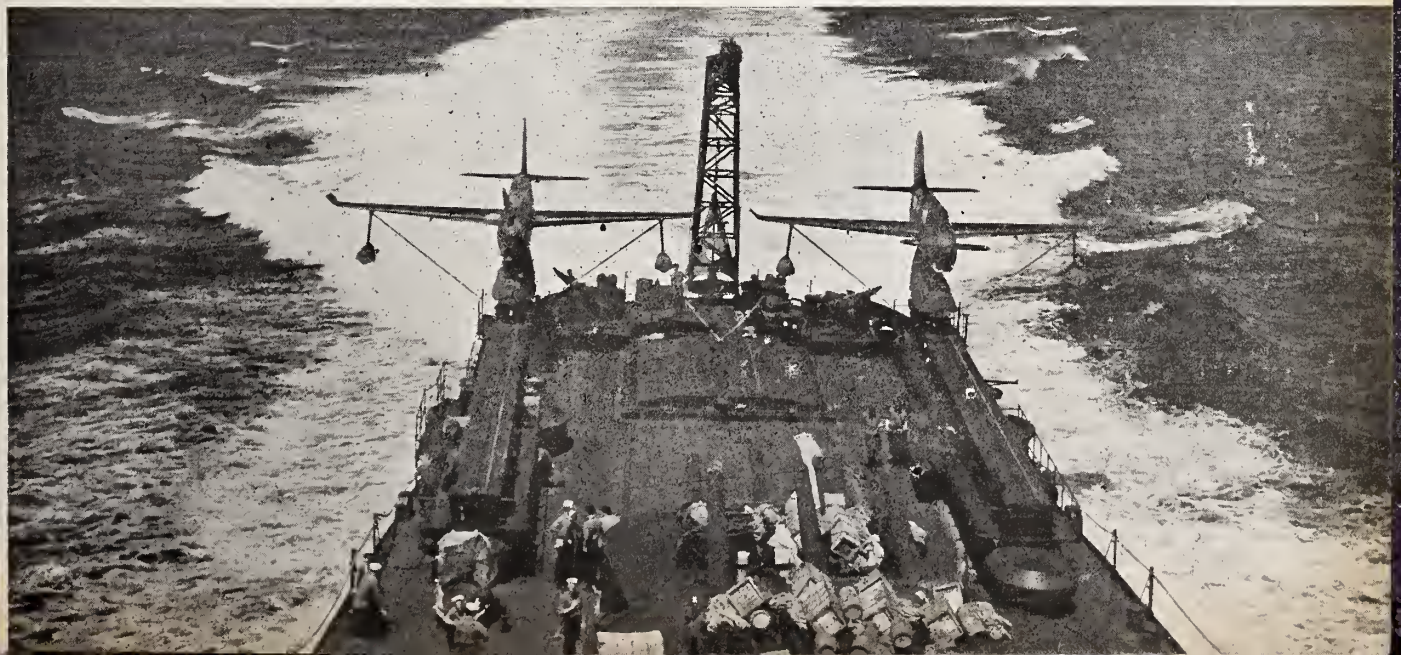


A sailor writes a letter home.



ABOVE: Daily routine for barefooted seamen.

BELOW: Looking aft from high in the superstructure



AOL-AWOL and What to DO About It

Base Commanders give "cause and cure" opinions on the problem

The following article is the result of a letter written by a Navy yeoman, who was disturbed by the problem caused by shipmates going AOL and AWOL. He suggested several positive steps to counteract the problem. A copy of the letter was forwarded to the Commandant, U. S. Marine Corps, who sent copies to Marine Corps base commanders requesting comment. The answers were compiled into this article, reprinted here from U. S. Marine Corps Headquarters Bulletin.—ED.

WHY does a marine go "over the hill?"

What can be done about it?

A study of these two important questions, recently concluded by the commanding officers of the major Marine Corps bases in this country, throws light upon a situation which always will confront any military or naval organization, whether in peace or war. It also discloses some interesting facts regarding the decrease in desertions that have come to Headquarters' attention.

The reasons and the remedies—these were the two things studied. Years of experience in handling men, results of innovations tried by individual commanding officers, and a keen analysis of present circumstances and conditions affecting wartime service personnel were reflected in statements made by these commanding officers. While several vary as to causes and antidotes, there is a striking similarity of analysis and agreement in the comments and suggestions.

Approximately seventeen causes for "Absent Over Leave," "Absent Without Leave" and finally "Desertion" were listed. And just about as many remedies were suggested or considered. Briefly, however, they could be classified as follows:

PRINCIPAL CAUSE: Lack of complete indoctrination, or "preventive measures"; and

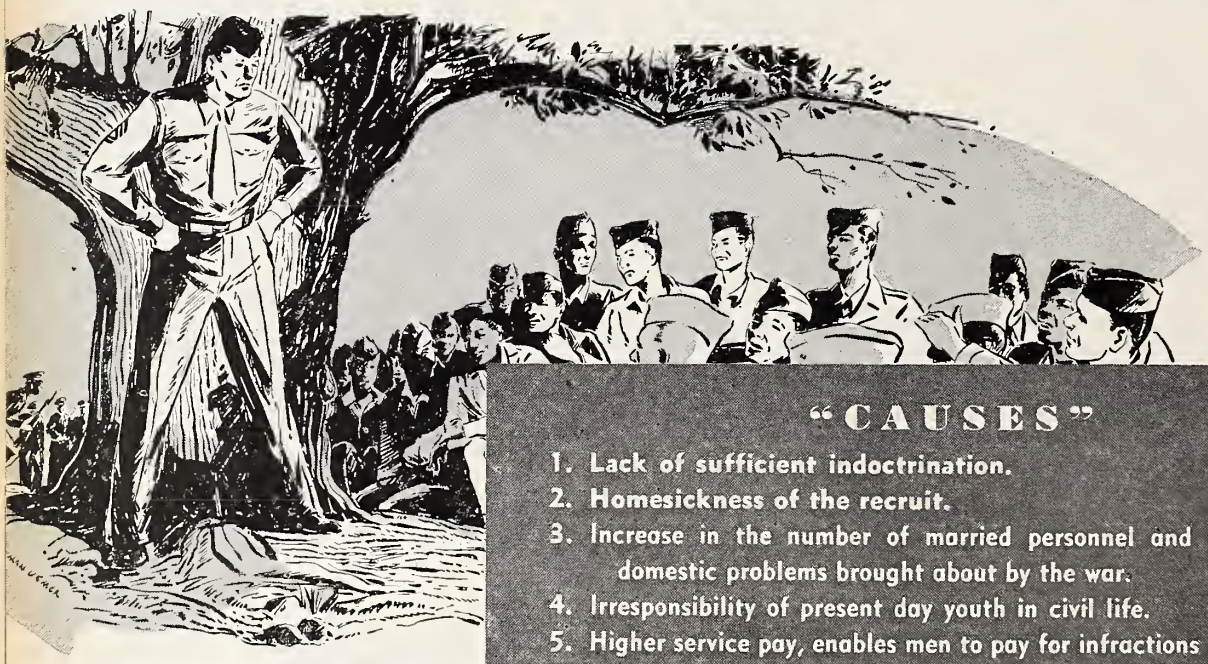
PRINCIPAL REMEDIES: More thorough preliminary instruction and understanding, and a more strenuous combined hardwork and training program for offenders.

Most interesting and significant of all, however, is the fact that Headquarters records in the Discipline Division show that *percentage of desertions have decreased tremendously* in the past year, though the Corps has approximately doubled its strength.

Actually, there was a difference of only four (4) desertions in the corresponding period, during which the Corps had doubled in size.

No definite reason is forthcoming by authorities for the heavy decline in desertions, except that the average individual in the armed forces today is more deeply impressed by the overall picture of the progress of the war, and his own responsibility toward service.

The principal causes or contributing factors to any of the three offenses (AOL, AWOL and DESERTION)



"CAUSES"

1. Lack of sufficient indoctrination.
2. Homesickness of the recruit.
3. Increase in the number of married personnel and the attendant domestic problems brought about by the war.
4. Irresponsibility of present day youth in civil life.
5. Higher service pay, enables men to pay for infractions of regulations.
6. Possible leniency in court-martial sentences.
7. Confinement unaccompanied by hard work or training.
8. Desire to avoid going into combat units.
9. Shortage of prison chasers to handle offenders.
10. Furloughs promised and not given.
11. Men about to go overseas "take off"
12. Insufficient publication of court-martial sentences.
13. Wartime transportation delays and difficulties.
14. Today's enlisted man still mainly a "civilian".
15. Applicants for leave not permitted to see C. O.
16. Men not knowing proper way to ask for leave.
17. Less patriotic attitude and obedience by some inductees.

were listed by commanding officers as shown in the panel on opposite page.

The large proportion of the comments received showed that the first two factors listed predominated. These overshadowed all others in the opinion of the reporting officers. Accordingly, the suggested "remedies" followed similar lines of thought; i. e., if the individual is properly and thoroughly trained and indoctrinated, he is not too likely to "shove off," or overstay his leave or liberty. Preventive rather than curative measures constitute the majority suggested, neither of these applying, however, to the small percentage of incorrigibles who get into every service, either in peace or war. "Remedies" suggested by these Marine Corps base and camp commanders are shown in the panel on this page.

One phase of insufficient indoctrination apparently is the failure to impress upon the individual the value of a clean military record in post-war civilian life. Too little is understood of the seriousness of military offenses, which at the time may seem trivial to the offender, but have a great effect upon both his future promotion and his complete record of service.

The Discipline Division at Headquarters has received hundreds of letters over a period of years from former members of the Corps who were discharged dishonorably or for bad conduct. The pleas of these men often are pathetic in their eagerness to "have the record cleared up," and indicate clearly the suffering brought not only to the offender but to his family as the result of such unfortunate facts coming to light. Others, who have thus far been able to keep their past a secret, live in constant fear that sooner or later the truth will out.



Men have lost much-needed jobs through poor military records.

On the other hand, many a man has found an excellent military record the stepping stone to excellent civilian advancement. It is far easier to avoid the offense than the consequences thereof.

The subject of discipline—and punishment—always is a many-sided one. Too often "Discipline" is interpreted by the untrained individual as a restriction of his personal rights and privileges, rather than a highly necessary and ofter life-saving factor in his military education. Without discipline, troops in combat would be a rabble, readily routed by any well-trained, disciplined opponent.

Once discipline becomes second nature to the individual, his training progress speeds up and his safety in battle becomes greater. And the adage of "as the twig is bent" applies most definitely to recruit indoctrination in this respect. Intelligent, "reason why" indoctrination is the only type which produces the proper results.

The pressure of wartime training naturally reduces the normal indoctrination time as scheduled in the days of peace. Men—and women—must be given the most intensive and practical training possible to fit the individual for a specific job in the shortest space of time compatible with results. One reason that the Corps had such individually well-trained men in other years was the fact that the entire organization was so small as to permit the individual to get personal attention from his drill instructors and company officers. Today, a platoon leader just about learns to know his men by sight and name when they are transferred somewhere, and he gets a new batch of recruits.

The days when the first sergeant and the company commander were the "momma and poppa" of the new recruit have long since gone by. Thus the homesick youngster who formerly could be "snapped out of it" by his more experienced superior non-com or commissioned officer, must battle his personal problem alone. Ever-present in his mind is the thought that sooner or later he is going overseas. Worry over what faces him there, or when and how he will return, stimulates his home-sickness to such a degree that he casts discretion and instruction to the wind and "takes off."

Then there is the first sergeant who hasn't the faculty of handling the youngsters—of guiding them and seeing that they are "mothered" a bit yet within the bounds of discipline and military manliness. Many cases of AWOL could have been avoided had (a) the recruit been properly instructed as to how he should request leave, and (b) a first sergeant permitted the applicant to see the company commander, rather than arbitrarily dismissing the matter without inves-

"CURES"

1. Better indoctrination; more officer supervision of new men.
2. Judicious granting of liberty and furloughs.
3. Attention to the man's home problems.
4. Instruction to offenders serving sentences.
5. Distribution of printed matter on the subject.
6. Use of motion pictures to instruct on the subject.
7. Placards of warning displayed prominently in barracks.
8. Articles in station publications, newspapers.
9. Lectures and warnings immediately prior to liberty and leave periods.
10. Formation of disciplinary work-training units for offenders under sentence.
11. Hard work and extra duty after hours by offenders.
12. Wider publication of sentences awarded by courts.
13. Allow travel time in granting leaves and furlough.
14. "Crack down" on the "excuses" in AOL latenesses.
15. More severe sentences by courts-martial.

tigation of the merits of the request.

It is true that there are many more married men in both the enlisted and commissioned ranks of all services than ever before. Many are recently married, and their youthful brides are beset with all sorts of problems of domestic readjustment in which they must call upon the husband for advice or assistance. With family worries on his mind, many a new Marine has taken off without permission, or overstayed his authorized liberty or leave. Domestic problems are *not* an excuse—they are a condition calling for attention by the unit commander, and proper assistance and adjustment.

Much has been said about the present day "irresponsibility of youth"—yet when properly trained, whether in the home or the military establishment, the American youth is fundamentally a pretty good specimen. It is true that for a generation or two, in fact ever since the last war, conditions of prosperity and peace have contributed to some negligence on the part of parents in the supervision and disciplining of the young of the country. This condition, however, under proper training, indoctrination and military discipline, soon will be removed as a real contributing cause to absence over or without leave—and certainly desertion.

The fact that the average private of today gets more money than the non-com of a few years ago, and that monetary punishments in court-martial cases are thereby reduced in force proportionately, would appear to be a minor factor in the overall situation.

The cure for a great deal of this reasoning ("I can take the extra time and afford to pay for it") is to point out to offenders that while they themselves do not suffer so much by loss of pay, their families or dependents receiving allotments most certainly do.

Bearing out the statements of the commanding officers as to the main reasons for absenteeism is the record that shows the majority of such cases, including desertions, come from the larger training camps and combat units in the country. A minority of these deserters or AWOL men result from the fact they expect to go to combat areas. Of this small proportion, the majority apparently are those who, knowing their departure abroad is imminent, take off to see their folks for the last time. Troop movements towards embarkation points always will see a few disappearances of personnel, though even this is on the decline in recent months.

The case of the "promised furlough" not given is also a minor factor according to all available records. The liberty and leave policy of the Marine Corps has been greatly liberalized in this war, as contrasted with any other period in its history. Lack of definite understanding and instruction as to what liberty and leave a recruit can justifiably expect points again to insufficient sound indoctrination and training from the beginning of his military career. Scuttlebutt as to what other camps and bases are getting in the matter of liberty and leave, often resolves itself into definite statements by some men that a certain liberty and leave policy is in force—that they are "entitled" to such-and-such.

Whether or not any large number of men actually commit offenses deliberately in order to get into a disciplinary outfit or the brig to avoid (a) rigorous field training, and (b) overseas combat duty is problematical. Some camps have corrected a part of this attitude by making the prisoners work hard and train as well; sometimes working in hours when the rest of the camp is free. It is a known fact that some men, actually seeking swift transfer to combat units and overseas duty, have gone "over the hill" to report at a training center, expecting to be absorbed by a unit about to depart for combat zones. In order to discourage this sort of reasoning, such departing units are instructed to send the offender back to his own outfit, where he is punished accordingly, and also misses his chance of immediate transfer to combat duty.

The Army has established disciplinary training centers for handling the situation. One of these is in Casablanca, North Africa, where they work prisoners twelve hours a day and seven days a week—yet keep up military training so that the men will not have lost anything due to incarceration in the center. The Army authorities learned that if training and work routine were easy, the centers might became havens for those who wanted to escape either work, training, or danger. Each offender, arriving at the center, is given a trainee handbook which describes his duties and schedule, which goes from 0600 to 2200 every day of the week. For the slightest infraction, such as unshined shoes or a misplaced article, he is punished. The prisoner receives more than 60 hours weekly of infantry drill and training, regardless of what branch of the service he came from. In addition, he engages in work projects carried on in a separate enclosure, mainly at night, and under lights. If a clemency board approves, he is

(Continued on Page 49)

'DISHONORABLE DISCHARGE'



I feel so ashamed when I walk along—their glances tell me that I'm not doing my share!"

DESERTERS LOSE CITIZENSHIP

What might at first appear a modification or lessening of the penalties for desertion in time of war—a recent amendment which confines this loss of citizenship to those convicted and dishonorably discharged from the service—actually will result in a more rigid application of the penalties.

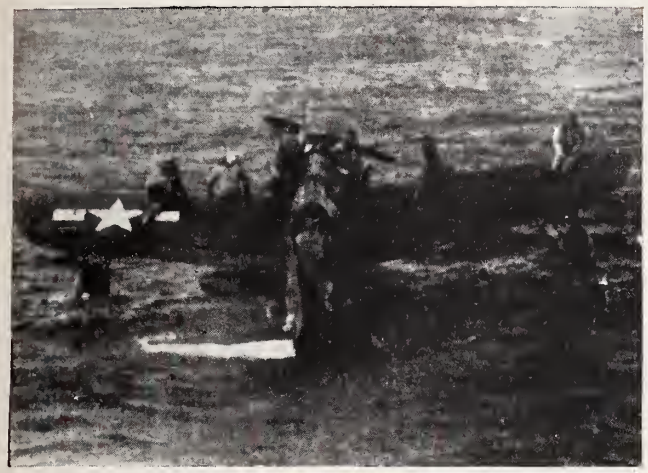
Public Law 221, 78th Congress, approved 20 January 1944, permits persons convicted of desertion, **but restored to duty** in time of war, to retain their citizenship. Others who were convicted **and dishonorably discharged** would automatically be deprived of citizenship.

Diseipline Division, HQMC, points out that the loss of citizenship factor in all cases of desertion often led to two results:

1. Men were sometimes not charged with desertion in time of war when they probably were guilty of it, due to an inclination to permit young and impressionable offenders to escape the dire consequences; and
2. Courts would find a deserter guilty in lesser degree than charged, out of sympathy for the young and impressionable recruits who were faced with the loss of citizenship.

Accordingly, the modification of the law governing the penalty for desertion in time of war (Nationality Act of 1940, Section 801-g) actually encourages courtsmartial to convict of desertion when such a verdict is justified by the evidence and circumstances other than possible loss of citizenship.

Submarine Rescues U. S. Flyers at Truk



1. Observation plane ferries rescued airmen toward sub.



2. Other fliers are hauled aboard Tang from raft.

ONE day last month the submarine USS *Tang* came home to Pearl Harbor with 22 guests aboard and one of the most dramatic rescue stories of the war. The guests were officers and men of carrier aircraft shot down at Truk during the 29-30 April raid on that big Jap base by Pacific Fleet task forces. The *Tang* had scooped them out of the sea almost under the muzzles of the Truk batteries.

On the first day of the action Lt. Comdr. Richard H. O'Kane, USN, skipper of the *Tang*, surfaced his sub off Truk and watched a flight of planes going in to attack. Soon he received his first radio orders to attempt a rescue off Ollan Island. Three fliers in a rubber raft were picked up. The *Tang* spent the rest of the day and part of the night on similar missions.

Overhead, search planes nosed around and pointed out rafts like hunting dogs, leading the submarine to the pickup.

Biggest take of the day was from a small float plane which had landed in the lagoon to pick up seven airmen. The plane taxied steadily for six hours waiting her turn on the *Tang's* crowded appointment list.



3. Sub sinks damaged rescue plane.



Official U. S. Navy Photographs via A. P. Wirephoto

4. Skipper (cap on) poses on deck of submarine with rescued airmen.

BUREAU OF
NAVAL PERSONNEL
INFORMATION BULLETIN

This magazine is published for the information and interest of the Naval Service as a whole, but opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. Articles of general interest may be forwarded to the Editor.

JUNE 1944 NAVPERS-0 NUMBER 327

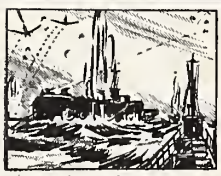
Secretary Knox and Secretary Forrestal

The sudden death of Frank Knox brought expressions of the greatest respect and affection from all quarters of the country. It was said that every officer and man in the great new Navy lost a friend, a friend who had the Navy's best interests at heart and worked unceasingly to bring our fleet to its present tremendous strength. There is little doubt that overwork contributed to the late Secretary's death, for he never spared himself when there was work to be done. It has truly been said he was a casualty of war. Admiral King paid him the Navy's highest tribute—"Well done."

No one could ask a finer monument than the Navy Frank Knox left behind. Our guns will give him the kind of salute he would have liked best—salvos poured on the enemy. The late Secretary's only regret would have been that he will not be on hand to see the victory.

The new Secretary, Mr. Forrestal, has been known as a highly efficient but modest executive with a desire for anonymity. In the last war he enlisted as a seaman second class and was trained as an aviator. He was appointed Under Secretary in 1940. The Senate Naval Affairs Committee approved his appointment as Secretary by unanimous vote. The Navy Department has lost one excellent administrator; it has gained another. A good man is gone, and he is deeply mourned. Another good man has stepped forward to man the station.

LAST JULY



The Navy helped to land, support and supply the invasions of Sicily and of New Georgia in the Solomons. In Kula Gulf our surface units fought two costly but successful engagements with Japanese warships to protect advancing ground forces and block reinforcement of the threatened enemy garrison at Munda.

1944 JULY 1944

SUN	MON	TUE	WED	THU	FRI	SAT
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2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23 30	24 31	25	26	27	28	29

What will we do THIS YEAR?

Quotes of the Month

• *Rear Admiral Francis S. Low,* USN, *Chief of Staff 10th Fleet:* "The Germans are now losing a ratio of more than one U-boat for each Allied merchant vessel they sink. How long Hitler can keep up this suicidal type of warfare—only Hitler knows."

* * *

• *German prisoner, a former housepainter, at Anzio:* "Well, anyway, I've got a better chance of getting my job back after the war than Hitler has."

* * *

• *Maj. Richard Bong, Army ace who shot down 27 Jap planes:* "I'm not really a good shot. Some of the Japs I shot down seemed to be just scared to death."

* * *

• *Artemus L. Gates, Assistant SecNav for Air:* "The Navy can operate on the sea, under the sea, in the air, in amphibious operations and on land. This force in itself can police the world."

LETTERS
TO THE EDITOR

This column is open to unofficial communications from within the Naval Service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from the local commanding officer in all possible instances. Answers to correspondence addressed to the Editor will be through this column only.

LOANS TO VETERANS

To the Editor:

Has the government made any plans to buy or help veterans buy homes when the war is over? As you know, most of us will have very little money.—W.L.A.

• *A provision for loans to veterans for buying homes, farms or small businesses is contained in the "G.I. Bill of Rights" now pending in Congress. For developments, see "Legislative Matters of Naval Interests," page 66.*—Ed.

LOSS OF CAMERA

To the Editor:

I've read in the Bulletin that permission is being granted to take a camera overseas if it is turned over to the ordnance officer until you have left this country. Am I covered in any way in case of loss of my camera while it is in custody of the ordnance officer?—H.H.W., CM3c.

• *No. A man is reimbursed for loss of a personal camera only under the following conditions: (1) When he is designated as official ship's photographer by competent authority, and (2) is authorized to use his own personal camera and equipment for that purpose.*—Ed.

CAN'T TRANSFER TO NR

To the Editor:

May a man transfer from the regular Navy to the Naval Reserve?—P.B., S1c.

• *No. It is not the policy of BuPers to discharge men from the regular Navy for the purpose of enlisting in the Naval Reserve.*—Ed.

ALLOTMENT TO WAVE

To the Editor:

Is it possible to receive an allotment if you are a Wave and your husband is an officer in the Navy, and you are on duty at different stations?—W.M.M., S2c, USNR.

• *Yes. Your husband may make a voluntary allotment in your behalf, if he wishes. However, he cannot qualify you as a dependent for purposes of drawing increased rental and subsistence allowances.*—Ed.

WAGES OF SIN

To the Editor:

I served 30 days in the brig, also was fined $54. My questions are these: (1) Will I have to serve that time in addition to my regular term of service? (2) Will I get the fine money back? (3) Will this spoil my changes of receiving an honorable discharge?—A.T.R., S2c.

• *(1) No. (2) No. (3) No, but another conviction by general or summary court-martial would.*—Ed.

REENLISTMENT ALLOWANCES

To the Editor:

If a regular Navy man does not reenlist upon normal date of expiration of enlistment and is therefore retained in his existing enlistment under Alnav 155-41 (15 Dec. 1941), is he allowed to reenlist at a future date (six months or a year after his agreed term of enlistment has expired) and still be entitled to reenlistment and travel allowances.—C.F.B. Jr., CY, USN.

• *Yes. When a man does not agree to reenlist or voluntarily extend his enlistment*

(Continued on Page 64)



21 April—20 May

1. 21 April-13 May—USAAF, RAF average 3,000 sorties, 4,500 tons of bombs a day in raids on Axis Europe.
2. 22 April—Allies land at Hollandia, Dutch New Guinea.
3. 22 April—China-based U. S. bombers sink six Jap vessels off Indo-China.
4. 23 April—U. S. forces occupy Ujelang in Marshalls.
5. 24 April—U. S. heavy bombers make first land-based raid on Guam.
6. 26, 29 April—One German, one Canadian destroyer sunk in English Channel engagements.
7. 28 April—Chinese acknowledge Jap capture of Chengchow.
8. 29 April-1 May—U. S. Pacific Fleet task forces batter Truk, Satawan, Ponape.
9. 5 May—RAF dive bombers breach Pescara dam in Italy.
10. 9 May—Red Army retakes Sevastopol.
11. 10 May—Chinese begin drive toward northern Burma.
12. 11 May—Allies open big offensive in central Italy.
13. 14 May—Chinese report cutting Peiping-Hankow railway, taken five days earlier by Japanese.
14. 14-15 May—U. S. planes drop 240 tons of bombs on Jaluit in biggest land-based raid in Marshalls.
15. 17 May—U. S., Chinese troops capture Myitkyina airdrome in northern Burma.
16. 18 May—Allies take Japs' Wakde Island airdrome and adjacent mainland in Dutch New Guinea.
17. 18 May—Cassino falls to Allied push in Italy.
18. 20 May—Allies announce carrier raid on Soerabaja, Dutch Indies, by forces of three Pacific theater commands.

THE MONTH'S NEWS

(Period of 21 April through 20 May)

Allies Open Big Push in Italy As Record Raids Hit Nazi Defenses; U. S. Pacific Forces Leap Forward

The War

The ravaging might of Allied air attacks from Britain was shifted last month from the industrial centers of inner Fortress Europa to the Nazis' western defense areas and supply lines feeding them. Day after day bombs fell at the fantastic average rate of three tons a minute. Now they were hitting railroads, airfields, troop concentration points and coastal regions. The change in target areas immediately set the jittery German radio and propaganda sources to bleating daily and contradictory invasion predictions.

As 130,000 tons of bombs rained from the skies in 29 days, and some 700 Luftwaffe fighters plunged down with them, the Nazis turned in all directions at once to bolster their defenses. In Italy, where a new Allied offensive toppled Cassino and destroyed the defense line the Germans had held for three months, the Nazis undid one of Mussolini's proudest achievements by reflooding the Pontine marshes. In France and the other captive countries new and vicious protective measures were taken against underground uprisings. Nazi fear and hysteria were evident everywhere.

German troops poised in the Atlantic Wall were ordered to destroy 300,000 tame rabbits lest invasion bombing turn them loose to set off booby traps and mines. In Norway the Nazis were reported retiring from strategic industrial plants and sacrificing manufacture there for safer areas. Norwegian, Dutch, Riviera, Balkan and "invasion coast" defenses



Official U. S. Navy photograph

RARELY SEEN smiling as he goes about the serious business of directing the world's mightiest sea force, Admiral Ernest J. King, USN, Cominch and CNO, here enjoys a hearty laugh at a reunion with several of his Naval Academy classmates. The picture was taken recently at NAS, New Orleans, by Ens. Gordon E. Winters, USNR, photographic officer there.

were being strengthened and examined as the German radio indicated that actual invasion was expected here one day, there the next.

The German guess that the new offensive in Italy was the first act of the invasion received some support from Gen. Sir Harold Alexander, Allied commander there, who said: "From east and west, from north and south, blows are about to be struck which will result in the destruction of the Nazis . . . . To us in Italy has been given the honor to strike the first blow."

The American, British, French and other forces in Italy struck that blow well. On 11 May the biggest Allied offensive of the Mediterranean campaign was launched from Cassino to the Tyrrhenian Sea with an earth-shaking artillery barrage. Previously, dive bombers had blown up the great Pescara dam and flooded Nazi positions along the Adriatic. An air offensive had so thoroughly disrupted Italian railroads that for more than a month before the big push started the Nazis had been unable to utilize a single line for supply from northern Italy.

Offshore, U. S. and British cruisers and destroyers bombarded enemy positions, viaducts and roads. An advance of three miles was accomplished the first day. By 15 May the French unit had captured positions in the Garigliano sector and the Allied armies had cut deep gashes in the Gustav Line. Three days later the rubble of Cassino, the mountain town which had withstood a three-month siege, was ours.

As the Allies charged on at the inner Hitler Line of Nazi defenses, some 500,000 Italian refugees swarmed into Rome. The Nazis admitted more tactical withdrawals for more fluid defense according to prearranged plans, etc., etc. By 20 May, the Allies had cracked the Hitler Line and the Nazis in some sectors were reported in broken, disorderly retreat.

Warning of impending invasion from the west, the German radio predicted that 80,000 airborne troops would act in concert with 50 divisions striking from Britain. On 20 May, as General Eisenhower's Allied Expeditionary Force headquarters began broadcasting instructions direct to underground workers in the slave countries, 6,000 Allied planes dropped a record 8,000 tons of bombs on Germany's western defenses.

In the South Pacific, the Allies turned their growing power and superior equipment against Jap bases on Dutch New Guinea. On 22 April, following a conference between Admiral Nimitz and General MacArthur, amphibious forces and Army troops of the Southwest Pacific command landed at Hollandia and Aitape under cover of carrier forces of the Pacific Fleet. Six days later our planes were operating from former Jap airfields at both bases.

On 18-19 May the Allied forces leap-frogged another 125 miles up the coast to pick off the Jap's Wakde Island bomber field and occupy the adjacent mainland area. At Wakde the Allies were only 1,000 miles from the Philippines.

Bombers leaped ahead of the advancing land forces, and on 17 May carrier forces of the Allied Southeast Asia, Southwest Pacific and Central Pacific commands joined for the first time to inflict heavy damage on Japan's principal Dutch East Indies base at Soerabaja.

Meanwhile, the air and naval assaults against all remaining Jap bases in the South Pacific were stepped up. In New Guinea veteran American and Australian jungle fighters were amazed at the willingness with which some cornered Japanese surrendered.

In the Central Pacific, it was announced, 1,000 or more planes were taking part in the rapidly spreading and intensified daily raids against the Japanese from the Kuriles to Truk and the Marshalls.

Naval task forces on their way back

CASUALTY FIGURES

Casualties among naval personnel through 20 May totaled 45,211. Totals since 7 December 1941:

	Dead	*Wounded*	*Missing**	*Prisoners**	*Total*
U. S. Navy.....	14,712	4,074	8,053	2,510	29,349
U. S. Marine Corps....	4,513	7,956	799	1,943	15,211
U. S. Coast Guard....	338	94	219	0	651
Total	19,563	12,124	9,071	4,453	45,211

*A number of personnel now carried in the missing status undoubtedly are prisoners of war not yet officially reported as such.

New Destroyer Named Frank Knox

A new destroyer under construction at the Bath Iron Works Corp. shipyard at Bath, Me., will be named the USS *Frank Knox* in honor of the late Secretary of the Navy. Mrs. Knox has been named sponsor of the 2,250-ton vessel, which will be launched on 10 September.

From the Hollandia operation stopped off at Truk long enough to pound that bastion with 800 tons of bombs from carrier planes in two days and destroy 131 enemy planes. Two other Japanese bases along the way were also bombed, and shelled by our warships.

Truk, Ponape, Nauru, Shimushu, Paramushiru and the remaining battered Jap bases in the Marshalls were getting an almost daily pounding from land-based planes, which also raided Guam. A record 240 tons of bombs were dropped on Jaluit in one attack.

On May 9 it was revealed that Admiral King, Admiral Nimitz and Admiral Halsey were meeting in San Francisco. Such conferences regularly have been followed by bad news for Tokyo. Other naval spokesmen said the Pacific offensive would not wait on victory in Europe.

The Navy Department and the British Admiralty announced during the month that their submarines had sunk 31 more Jap ships, including a light cruiser and three destroyers.

The surging Red Army had cause for special rejoicing in May. On the 9th Sevastopol was reoccupied after a three-day battle. The fall of the great Black Sea port meant that the Nazi at last had been completely cleared from the Crimea. The Germans had scattered their way into Sevastopol in 1942 after a bitter and bloody 250-day siege. That siege cost them 150,000 men in the last 25 days alone, the Russians said, and 60,000 Nazi dead were claimed in the latest battle.

The Germans learned some of the bitter lessons of Dunkirk as they tried to evacuate Sevastopol. The Russian Black Sea fleet and air arm raised havoc with ships that attempted to remove men and materials, sinking 11 badly loaded vessels in one day alone.

During a comparative lull in ground fighting on the central front, Red bombers struck deep along German supply lines.

There was mixed news from the China-India-Burma theatre. A major Japanese offensive in central China threatened to break into the western regions developed by the Chinese after their withdrawal before the invaders early in the war, and for a time the Japs succeeded in joining their northern and southern fronts by seizing all the Peiping-Hankow railway.

But to the south, in Burma, progress was made toward reopening a land route from the outside world for the supplies China's armies need to hold off the Japs.

There, by 1 May, American-trained Chinese troops had fought to within 10 miles of the strategic city of Mogaung. Ten days later 20,000 Chinese troops crossed the Salween River in a westward drive to unite with the others and nip off the northern tip of Burma — region of the Burma road. The drive was called the first important Chinese offensive since the start of the Sino-Japanese war in 1937.

Still farther south Brig. Gen. Frank Merrill and his Marauders seized Myitkyina airfield on 18 May, taking the Japanese completely by surprise. The forces swept upon the field and to the town of Myitkyina, largest in northern Burma, after a 20-day march through tortuous mountain territory. In India the Japanese invaders remained stalled.

Meanwhile, the Allies were getting tougher and tougher with neutrals who deal with the enemy. Spain agreed to evict Axis agents and diplomats from Tangiers and to cut wolfram exports to Germany. Sweden and other neutral countries received firmer Allied demands to quit supplying the German war machine.

On 10 May Britain announced a sea victory of supply. In the last six months, it was revealed, more than 1,250,000 tons of war equipment and material had been convoyed to Russia. This figure represented 98% of the total which started out for Russian ports, a vastly improved rate of delivery over the early months of U-boat successes. Later, on 19 May, the British announced that 250,000 tons of materials had been landed in Russia by a single convoy whose escort ships and planes sank two U-boats.

Navy News

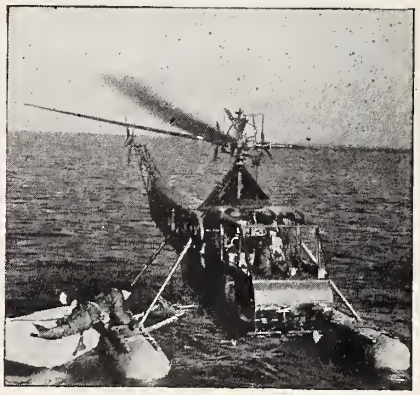
• How two destroyer groups teamed up to destroy all the ships in Kavieng harbor recently was revealed last month by the Navy. One was given the assignment of steaming directly into the harbor from one direction, while the second waited at the back door. The first group sank a 6,000-ton merchantman on the way to Kavieng and destroyed two more merchant ships and a tanker in the harbor. Three other ships that fled by the back door, as anticipated, then were sunk by the second destroyer group as the first turned its guns on Jap installations ashore.

• On 29 April the 27,100-ton aircraft carrier USS *Bon Homme Richard* cleaved the waters of New York's East River—the 13th ship of the *Essex* class launched since Pearl Harbor. Forty thousand persons cheered as the $60,000,000 CV was christened at Brooklyn Navy Yard by

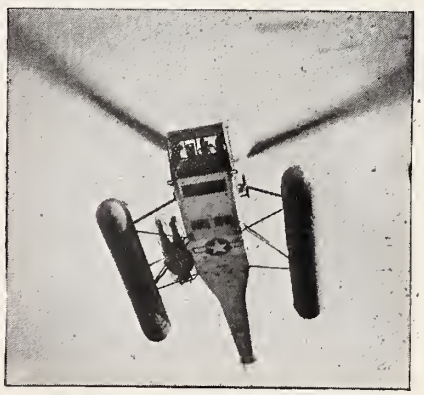
'Mercy' Mission



1. Coast Guard heliocopter "sits down" on water beside liferaft in simulated rescue at sea.



2. Seaman crawls to litter on float gear.



3. Plane takes off and heads for land.



Official U. S. Coast Guard photographs

4. Pharmacist's mates unload "victim."

Mrs. John S. McCain, wife of the Deputy Chief of Naval Operations (Air). Named for the frigate of the Continental Navy made famous by Capt. John Paul Jones, the new carrier was launched 14 months after work on her was begun (average pre-war carrier-building time: about 23 months). The new flat-top (about 850 feet in length compared with her namesake's 74-foot keel length) will carry some 80 aircraft at a top speed of over 30 knots.

• The Navy V-mail system, two years old this month, has expanded to the point where more than 7,000,000 pieces of V-mail are handled monthly, an increase of 560% in the last nine months.

Since the joint introduction of V-mail by the Army and Navy, 453,000,000 V-mail letters have been delivered overseas—and not one has been lost. All original V-mail letters are kept at the port of embarkation until film arrives at its destination; if a plane flying V-mail is lost, either by accident or enemy action, the missing film is reported at once, the letters are rephotographed and the microfilm sent on its way by the next plane.

V-mail has top priority over all other types of personal mail and is never left behind.

When V-mail is used, two transport planes can do the work of 100 similar planes carrying the same number of standard and airmail letters. If everyone had used V-mail since June 1942, enough space would have been saved to send our forces 1,323,809 extra units of blood plasma, 2,298,280 extra units of K-rations or 62,209,392 extra rounds of .30-caliber cartridges.

• A Marine flyer was picked up recently off the coast of Southern California in the first "sea to airship" rescue in naval history. The *K-59*, a non-rigid airship commanded by Ens. Lowell E. Buys, USNR, was guided to the scene of a torpedo-bomber crash by planes and spotted the two marines on a life raft. One of the men appeared to be badly hurt. While the blimp hovered 25 feet above the raft, a parachute harness was lowered to the uninjured survivor, T/Sgt. James W. Laing, who strapped the injured pilot, 2nd Lt. Harvey Medcalf, in the harness. Within one hour and 20 minutes after the raft was first sighted, Lieutenant Medcalf was ashore and on his way to a hospital and a surface vessel was on the way to pick up the other survivor.



Rescued pilot being transferred from airship cabin to ambulance.

• Names of nine escort carriers have been changed by the Navy to perpetuate the names of successful battles and actions. They are:

Former Name	New Name
Bucareli Bay	*Kwajalein*
Chapin Bay	*Admiralty Islands*
Didrickson Bay	*Bougainville*
Dolomi Bay	*Matanikau*
Alava Bay	*Roi*
St. Andrews Bay	*Gilbert Islands*
Willapa Bay	*Cape Gloucester*
Totem Bay	*Vella Gulf*
Frosty Bay	*Siboney*

The Navy also recently announced the naming of two other carriers for engagements in the present war. A large carrier under construction at the Navy Yard, Norfolk, Va., will be christened the USS *Tarawa* and an escort carrier has been named the USS *Makin Island*, both in commemoration of the victories over the Japanese in the Gilbert Islands last fall.

An American airfield at Eniwetok in the Marshalls has been named Stickell Field in honor of the late Lieut. John H. Stickell, USNR, who was killed last December in a daring attack on Jap installations at Jaluit.

• Thirty-six per cent of the civilians employed in the major continental naval air stations, as of 1 March, were women. They comprised 68.5% of all the clerical and technical workers and 51% of the semi-skilled workers. Men still predominated in the skilled trades and as mechanical supervisors.

• Upon reaching the age of 64, Maj. Gen. Emile P. Moses, USMC, has been placed on the retired list and relieved as commanding general at the recruit training center, Parris Island, S. C. He has had 40 years' service in the Marine Corps. His successor is Maj. Gen. Clayton B. Vogel, USMC, formerly commanding general of the Fleet Marine Force, San Diego, Calif.

Quick Thinking Saves Planes to Fight Again

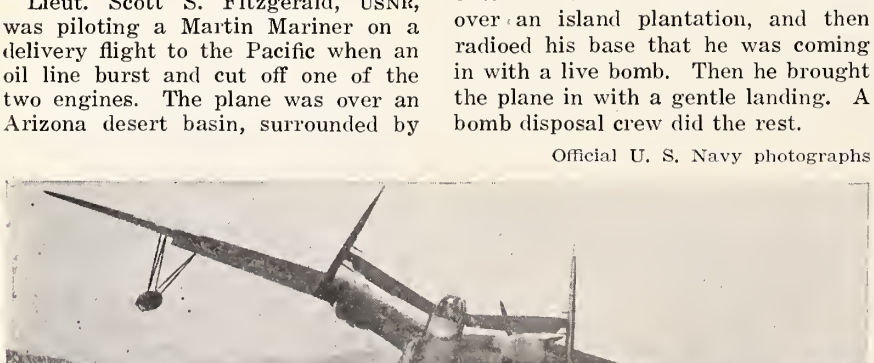
Three planes that would have been lost but for the courage of their pilots are in the thick of the Pacific fight today.

A Dauntless dive bomber, piloted by Ens. John T. Gildea, USNR, was damaged by antiaircraft fire in the Central Pacific and the pilot severely wounded in the thigh. His radioman-gunner, George E. Kapotas, ARM1c, USN, swung his seat around, inserted the control stick in the socket and took over before the plane could go into a spin. Kapotas brought the plane back to the carrier but he didn't know enough about flying to land the dive bomber on the carrier deck. Ensign Gildea summoned enough strength to take over the controls and make the landing, but the moment the wheels touched the deck he cut the switch and lost consciousness.

Lieut. Scott S. Fitzgerald, USNR, was piloting a Martin Mariner on a delivery flight to the Pacific when an oil line burst and cut off one of the two engines. The plane was over an Arizona desert basin, surrounded by 6,000-foot mountain peaks which were too high to fly over on one motor. Lieutenant Fitzgerald ordered cargo and extra fuel jettisoned, then eased the 20-ton flying boat onto a dry lake floor. The keel cut into the sand and gouged a path. One wing tipped and swung the boat around, but the Mariner lost speed and slid to a stop.

Capt. Garth Thomas, USMCR, drove his Grumman Avenger so low over an enemy target during a recent South Pacific raid that his plane was damaged by fragments from an exploding 2,000-pound bomb dropped by a preceding plane. As a result, one of a cluster of four bombs released over the target had not dropped out of the bomb bay and was rolling around loose. The bomb bay doors would open only eight inches—not enough to jettison the bomb. Captain Thomas ordered his two crewmen to bail out over an island plantation, and then radioed his base that he was coming in with a live bomb. Then he brought the plane in with a gentle landing. A bomb disposal crew did the rest.

Official U. S. Navy photographs



Giant seaplane after landing safely on dry lake bed.

• Nearly one-half the uniformed personnel now on duty in the Navy Department, Washington, D. C., are officers and enlisted women of the Women's Reserve. Since late 1942, when the first 300 Waves reported for duty, they have released thousands of officers and men for duty at sea or overseas.

On 31 March 1944 enlisted women outnumbered enlisted men more than 2 to 1. In BuPers and in the Communications Division of Naval Operations the ratio is even higher—3 to 1. A year ago the ratio in the Navy Department was six enlisted men for every enlisted woman.

Male officers outnumber women officers in the ratio of 3 to 1. A year ago the ratio was 7 to 1.

• Forty-eight survivors of a WSA troop transport sunk in the Pacific were rescued recently by a Naval Air Transport Service flying boat operated by a Pan-American Airways crew. The NATS plane, a Martin Mariner, arrived at a Pacific base on a regular trip with Navy supplies just as word came of the loss of the transport. Quickly unloading his cargo, the commanding officer of the flying boat explained the hazardous nature of the rescue flight and asked for volunteers. Every member of the crew stepped forward, but three were left behind to reduce weight. Survivors were sighted clinging to pieces of wreckage in a sea with swells from 10 to 15 feet high. The rescue plane came down safely and took aboard 48 exhausted and oil-covered men. Taking off at a speed of 55 knots, the 23-ton craft bounced five or six times off the crest of swells and finally became airborne.

• Maj. Gen. Joseph C. Fegan, USMC, has been placed in command of the Marine Corps Department of the Pacific, with headquarters at San Francisco, Calif. He replaces Maj. Gen. John Marston, USMC, who is now commanding the Marine base at Camp Lejeune, N. C. Another shift has placed Maj. Gen. Francis P. Mulcahy, USMC, in command of the Marine Fleet Air, West Coast, with headquarters at North Island, San Diego, Calif.

• War bond purchases by naval personnel in April 1944 totaled $29,503,388 in comparison to $21,675,573 for April 1943. Naval training centers and naval air stations led for the fourth consecutive month. Training centers had 92.7% of civilian personnel investing 21.3% of gross pay, while air stations had 96.5% investing 13.1%. The civilian participation for the entire naval establishment was 93.1%, and pay participation, 12.1%.

Of the April sales, $17,054,494 represented purchases by civilian personnel under the payroll savings plan, and $9,977,794 were allotment purchases by uniformed personnel of the Navy, Marine Corps and Coast Guard.



Official U. S. Coast Guard photograph

WITH THE GREATEST OF EASE a stricken merchant seaman rides through the air via breeches buoy from a cargo vessel to a Coast Guard combat cutter in the Atlantic. Because sea was too rough for boat, Coast Guardsmen fired a line to freighter and rigged buoy for sick man.



Official U. S. Navy photographs

Amphibious trucks ply between Anzio beach and ship with supplies for Allied troops below Rome.

Bond allotments increased to 1,583,942 in effect as of 30 April 1944.

The Tenth Naval District and Navy Department personnel at Washington won the Secretary's War Bond Honor Flag in April, maintaining the minimum requirements of 90% employee participation and 10% pay participation for two consecutive months.

• Because the loss of fighter planes has been one-third less than was anticipated, the Navy has reduced its orders for this type and still will be able to maintain the maximum over-all goal of Navy planes fixed last year as the force necessary to accomplish the Navy's war tasks. Production will be continued on a scale to maintain strength at that level. Because of thoroughness in the training of Navy pilots, relatively few naval fighter planes have been lost in routine handling. Also, in actual combat, even more favorable results have been obtained than had been indicated by early estimates.

• The USS *Wakefield*, the former $10,000,000 luxury liner *Manhattan* which was bombed and blasted by the Japs at Singapore, is back on the job again transporting thousands of American troops to war zones. When the crippled giant was towed into Boston Navy Yard, only the most optimistic believed she could be rebuilt. Little but a flame-seared hulk remained, but naval officers and civilian workmen took over and now have remade the liner into virtually a new ship. It is manned by a crew of Coast Guardsmen, many of them veterans of the African, Mediterranean and South Pacific campaigns.



An ambulance rolls up into the Conestoga's cargo compartment.

Navy Accepts First Stainless Steel Plane

The Naval Air Transport Service has received the first large-size plane of stainless steel construction ever put into production—the Budd Conestoga. It also is the first plane obtained by the Navy which was designed especially for cargo carrying. Other Navy cargo planes are adaptations of combat or passenger types.

The Conestoga is a high-wing monoplane, 68 feet long, with a 100-foot wingspread, and is powered with two Pratt & Whitney engines with a take-off power of 1,200 horsepower each. Cargo capacity is 10,400 pounds. The plane will carry one ambulance or two jeeps. The cargo compartment is 25 feet long, eight feet wide and eight feet high. It may also be fitted with 24 seats, or it will carry stretchers for 24. Cruising speed is 165 miles an hour. Except for plywood doors and floor, the plane is constructed entirely of stainless steel.

• A newly developed water injection device for giving an extra burst of power to airplane engines recently saved the life of the Navy's top-scoring fighter pilot. Lt. (jg) Ira C. Kepford, USNR, who has 16 Jap planes to his credit, revealed how he utilized the invention to elude three Zeros that got within range on his tail. The device, which has been installed on certain Navy planes with Pratt & Whitney 2,000-horsepower engines, sends a tiny jet of water squirting into the fuel mixture. This has the same effect that a heavy fog or damp night air sometimes has upon automobile motors. The heated engine runs more smoothly and produces a surge of considerably more power and speed, which may be just the margin to save a pilot's life.

• Lt. Comdr. Tova P. Wiley, assistant director of the Women's Reserve, has been promoted to commander, thus becoming the first officer of the Women's Reserve to hold this rank.

• Seabees who landed on Los Negros Island to rebuild the Momote airfield toiled with bulldozers by day and took up their rifles at night to help Army assault troops repulse three Jap counterattacks. Work was begun on the bomb-blasted airstrip the morning after the Seabees landed. They estimated the field would be ready for light aircraft within eight days; actually it was ready in six. During four of the six days the Seabees were the targets of sniper fire. They found it necessary to mount an armed guard on each bulldozer to protect the operator. Seabee casualties were one officer and nine enlisted men killed, one officer and 44 enlisted men wounded.

• By salvaging food refuse—garbage, grease and bones—the Navy will realize about $1,500,000 during 1944. Hog raisers will pay the Navy $750,000 for garbage collected from mess halls, grease from Navy galleys will bring in about $525,000, and bones—used to produce soap fat, glue and fertilizer — will bring approximately $225,000.

• Lacking the necessary piping to complete the plumbing of a new 1,500-bed hospital on Munda, Seabees salvaged Japanese antiaircraft shell cases and used them to install a 2,000-foot brass drainage system. The base of each shell casing was cut off and the resulting tubes were telescoped and welded together. The bases were turned into ash trays for use in the hospital.

The Home Front

Regular payroll war-bond buyers have jumped from 700,000 three weeks after Pearl Harbor to 23,000,000 in 1944, according to latest Treasury Department reports. Bond deductions amount to $435,000,000 monthly now, compared with $5,000,000 then.

Treasury estimates showed seven of every ten civilians with a job were putting some part of every pay check into war bonds, with workers in industries largely converted to war production leading in per capita and percentage purchases.

* * *

War production note: Since 1940 American women have produced 5,000,000 babies over and above the normal output for a four-year period. The War Mobilization Board pointed out that the figure is equal to half the total in the armed forces.

* * *

A 100-year search for synthetic quinine came to a successful end early last month when two 27-year-old chemists solved the problem in the laboratories of Harvard and Columbia universities. Because the Japanese conquest of Java two years ago cut off the Allies from virtually all natural supply of that anti-malaria weapon, the discovery by Drs. Robert B. Woodward and William E. Doering may have a military significance comparable to the perfection of synthetic rubber.

* * *

On 12 May an Army P-51 Mustang, fully equipped for battle, was flown from California to New York in 6 hours, 31½ minutes. The fighter plane thus broke the transcontinental record set the previous month by the huge Lockheed Constellation, which flew from California to Washington—200 miles less—in 6 hours, 58 minutes. The Mustang set the new record despite a six-minute stop at Kansas City. A sister plane, which took off a minute before the record breaker, came in seven minutes later.

* * *

The War Production Board selected more than 1,000 hospitals in America as depots for the limited supply of penicillin available to civilians. The promise of "an adequate supply of the priceless drug for both military and civilian needs within six months" was made by military doctors and by Dr. Alexander Fleming, discoverer of the "wonder drug."

* * *

The Allies have named a military commission to protect and save for posterity all priceless art which may fall to the Allied forces during invasion. Centers of art treasures in the line of battle will be spared whenever possible.

* * *

The United States and Great Britain, toughening toward neutrals who deal with the enemy, warned 1,500 business establishments in neutral Europe that sanctions might be maintained against them indefinitely after the war unless they stopped commercial transactions with the Nazis. About 5,000 firms in Europe have cooperated so far with the Allies, it was revealed, and even more have kept to a satisfactory middle course.

* * *

In Los Angeles, Superior Judge H. M. Willis awarded damages of $8,170 to a radio actress injured while jitterbugging with "a love-maddened marine" in a canteen. The judge analyzed "jitterbug" as a combination of extreme nervousness and lunacy. He said jitterbugging constitutes "a real danger for one not skilled in its gyrations."

* * *

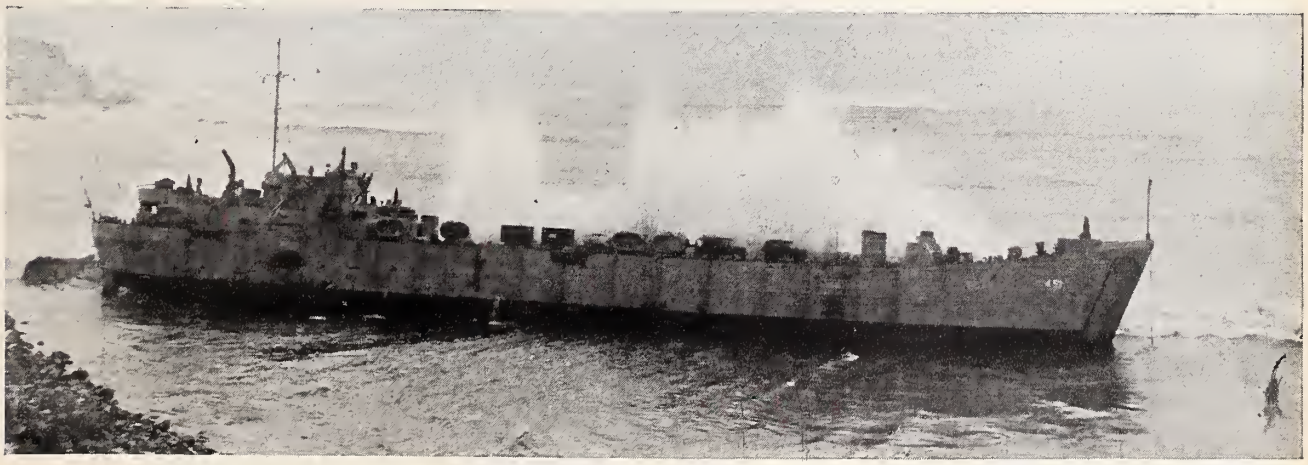
Bernard M. Baruch, financier and government advisor during two world wars, established a $1,100,000 fund for research in "physical medicine" of the kind which will aid in rehabilitating wounded veterans. Therapy utilizing light, heat, water, electricity, massage and exercises, which has not had nearly the scientific study given other medicinal methods, will be subject to the first research. Mr. Baruch indicated that the original grant is merely a start if results prove worthwhile.

* * *

Psychologists, writers and foreign-language experts working under Allied Government supervision were busy preparing the greatest barrage of printed figures, facts and instruction in history to accompany invasion. The flood of leaflets, to fall before and with the D-day bombs, carried last-minute orders and information for underground fighters and civilian populations.

* * *

The United States and the British Empire together produced an average of 14½ airplanes every hour during 1943—a total of 127,000. New production highs for military materials also furnished 106,000 rounds of Army ammunition and 3,000,000 rounds of small-arms ammunition every hour during the year.



Official U. S. Navy photograph

SALVAGE JOB: Working day and night despite an 80-mile-an-hour Aleutian gale, Seabees in five days salvaged the 800-ton cargo of this LST, damaged and broached by wind and waves while unloading at an island outpost, then capped the achievement by patching up the ship herself for towing back home.

THE WAR AT SEA

Official Reports: 21 April Through 20 May

United States Navy Communiques and Pertinent Excerpts of Other Reports

United States Navy communiques and press releases are separated by dashes from excerpts of other communiques.
All dates local time unless otherwise indicated.

21 APRIL

U. S. Pacific Fleet Press Release

Wake Island was bombed by Liberators on the night of 19 April (West Longitude date). Thirty tons of bombs were dropped. On the same day the airfield on Ponape was bombed by 7th AAF Mitchells. Army, Navy and Marine aircraft dropped 50 tons of bombs on four enemy positions in the Marshalls. Pakin, Ant and Ujelang Islands were bombed by single search planes of Fleet Air Wing 2 on 19 April (West Longitude date).

NAPLES, *Navy*—A U. S. destroyer on the night of 19-20 April intercepted four enemy E-boats off the Anzio beachhead. One E-boat probably was sunk and another probably damaged.

MOSCOW, *Russian broadcast*—The Northern Fleet Air Force bombed a convoy of enemy ships, sinking a transport of 2,000 tons, two motor boats and one patrol boat . . . Pilots of the Red Banner Fleet in the Gulf of Finland sank a trawler and patrol motor boat.

BERLIN, *Nazi broadcast*—"German bombers and torpedo aircraft in the waters off Algiers last night sank two enemy destroyers, four freighters totaling 29,000 tons and one tanker. Thirteen merchantmen, two troopships, three destroyers were hit badly."

22 APRIL

U. S. Pacific Fleet Press Release

Army and Navy heavy bombers bombed Saipan and Tinian in daylight on 17 April (West Longitude date). One of a force of 25 intercepting aircraft was shot down and another probably shot down. Army Liberators bombed Dublon, Moen, Eten and Mesegen in Truk Atoll. Ponape was bombed by Army Mitchells on 20 April. Sixty-seven tons of bombs were dropped by Army, Navy and Marine aircraft on enemy positions in the Marshalls. Erikub and Aur Atolls in the Marshalls have been reconnoitered and American sovereignty established.

CAIRO, *Middle East Air*—Enemy supply ships in the Aegean Sea are continually under attack by aircraft from Middle East bases. Landing fields on Paros Island and in Crete were successfully bombed in the last two days.

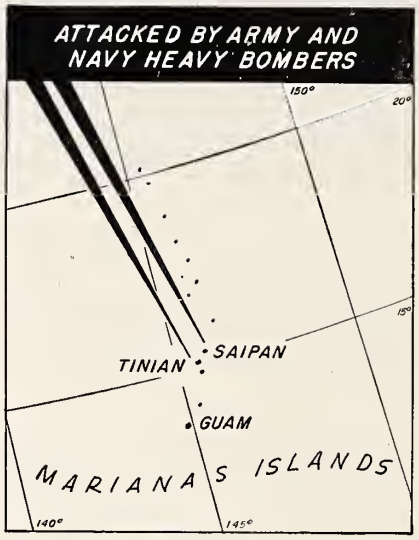
23 APRIL

U. S. Pacific Fleet Press Release

Ponape was bombed by the 7th AAF on 21 April (West Longitude date). Runways and installations were hit. On the same day 60 tons of bombs were dropped on enemy positions in the Marshalls.

ALLIED HEADQUARTERS IN THE SOUTHWEST PACIFIC—*New Guinea:* We have seized the Humboldt Bay area on the northern coast of Dutch New Guinea, approximately 500 miles west of Saidor. Our ground troops have landed, covering a front of about 150 miles. The landings were made under cover of naval and air bombardment.

The complete surprise and effective support secured initial landings with slight losses. We are pushing forward to secure local airfields. We made feints at Madang and Wewak and apparently deceived the enemy into massing most of his troops into those areas. The operations throw a lock of encirclement around the enemy's 18th Army dispersed along the coast of New Guinea. To the east are Australians and Americans, to the west Americans. Sea and air are controlled by our forces. Since the start of the Solomons campaign, the Japanese are estimated to have lost 110,000 men, or 44% of their original strength.



See communique of 22 April.

24 APRIL

U. S. Pacific Fleet Press Release

Liberators of the 7th AAF bombed Moen, Eten and Param in the Truk Atoll on 23 April (West Longitude date). Fires and explosions were observed. Ponape was bombed on 22 April. Puluwat was bombed before dawn 23 April and Ulul was bombed 22 April. Remaining enemy positions in the Marshalls were bombed 22 April (all dates West Longitude).

ALLIED HEADQUARTERS IN THE SOUTHWEST PACIFIC—*Hollandia area:* Our troops pushed six miles inland and are now five miles from the Hollandia airdrome . . . *Aitape:* We have occupied the Tadji airdrome . . . *Wewak-Hansa Bay:* Our heavy units dropped 176 tons of bombs on Boram, But, Dagua and Wewak airdromes . . . *Madang coast:* Our advancing ground forces have captured enemy equipment and supplies.

CHUNGKING, 14th USAAF—Our Liberators striking into the tip of Indo-China on 22 April (West Longitude date) bombed Japanese ships off Cape St. Jacques. Six vessels were definitely sunk, including three 300-foot tankers, one 300-foot freihter and one small naval vessel. This is the first time our planes have attacked enemy ships in the Saigon area. The Japanese were completely surprised.

25 APRIL

U. S. Pacific Fleet Press Release

U. S. forces occupied Ujelang Atoll, Marshall Islands, on 22 and 23 April (West Longitude date). Light opposition was quickly overcome. The atoll was proclaimed under the military government of the commander-in-chief Pacific Ocean Areas.

Taongi Atoll and other remaining enemy positions in the Marshalls were bombed by Army, Navy and Marine aircraft 23 April (West Longitude date). Ponape was bombed by 7th AAF Liberators the same day.

Airfields at Hollandia, Wakde and Sawar were struck by carrier aircraft on 20 April. At Hollandia 67 planes were destroyed on the ground. Fuel tanks, ammunition dumps, supply areas and buildings were heavily bombed. Two small cargo ships and several barges were destroyed. At Wakde and Sawar 20 enemy planes were destroyed. On the night of 20 April, cruisers and destroyers bombarded the airfields.

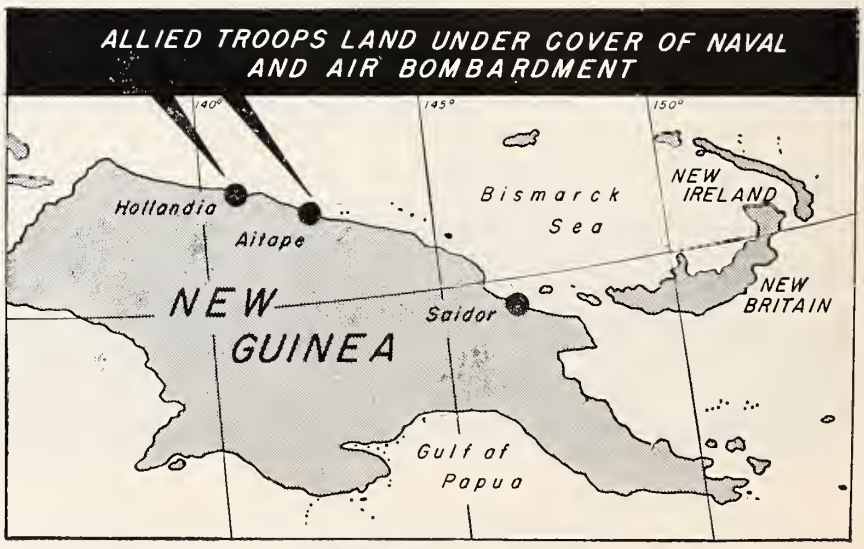
LONDON, *Admiralty*—In the early hours of 23 April, light coastal forces of the Royal Navy engaged enemy E-boats in the English Channel. Many hits were obtained on the enemy, which were driven off. A motor torpedo boat was lost.

LONDON, *Admiralty and Air Ministry*—Strong forces of enemy E-boats which attempted to attack a convoy in the English Channel during the early hours of 24 April were intercepted and driven off by the air force and light coastal forces. The E-boats were scattered and damaged by ships of the Royal Navy and subsequently attacked by aircraft of the Coastal Command.

26 APRIL

U. S. Pacific Fleet Press Release

Shimushu and Paramushiru were bombed by Fleet Air Wing 4 and Matsuwa was bombed by a Liberator from the 11th AAF on the night of 23-24 April.



See communique of 23 April.



U.S. BOMBERS FROM CHINA SINK SIX JAP SHIPS

See communique of 24 April.

Ant Island was bombed by a single Navy search plane on 24 April. Ponape was bombed by 7th AAF bombers. Remaining objectives in the Marshalls were struck by Army, Navy and Marine aircraft. A total of 138 tons of bombs was dropped on these targets. At one objective Marine aircraft fired 23,000 rounds of machine-gun ammunition at gun positions and fuel storage tanks.

Paramushiru and Shimushu were bombed by Fleet Air Wing 4 and Matsuwa was bombed by the 11th AAF on the night of 24-25 April (West Longitude date). Liberators of the 7th AAF bombed Moen, Dublon, Toel, Param and Eten on the same night. Ponape was bombed by the 7th AAF before dawn of 25 April.

ALLIED HEADQUARTERS IN THE SOUTHWEST PACIFIC—*Hollandia:* We are closing in on the airdrome from both directions . . . *Manokwari:* Our heavy units destroyed two small merchant vessels and a barge . . . *Aitape:* Our forces cleared the area, dispersing the enemy . . . *Wewak area:* Our heavy bombers dropped 184 tons of explosive on four airdromes, insuring their continued unserviceability . . . *Madang coast:* Light naval units bombarded shore positions . . . *Open Bay:* Naval patrols destroyed an enemy barge . . . *Bougainville:* Naval units at night shelled enemy shore guns and positions . . . *Caroline Islands:* Our Solomons-based heavy units struck the township, seaplane base and fuel storage areas on Eten and Param, causing large fires and explosions.

LONDON, *Admiralty*—Ships of the Royal Navy and Royal Canadian Navy this morning encountered a force of three or four enemy destroyers off the northwest coast of France. The enemy endeavored to escape. Star shells were fired for illumination and His Majesty's ships opened fire, obtaining several hits. One enemy destroyer which was damaged attempted to escape under cover of darkness and was intercepted by four of our ships, repeatedly hit and finally sunk. The remainder of the enemy force escaped, and His Majesty's ships returned to harbor with minor casualties and superficial damage.

Naval carrier-borne aircraft carried out an attack on a German convoy off Bodoe, North Norway, 26 April. Preliminary reports indicate four ships and an escort vessel were hit.

MOSCOW, *Russian broadcast*—As a result of operations of our air force and Black Sea Fleet during the past 24 hours, five enemy supply ships have been sunk . . . A few days ago our air force destroyed four supply ships, as well as a landing barge and two patrol boats, and seriously damaged others.

27 APRIL

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—*Hollandia:* Troops from the Hollandia column, in an amphibious shore-to-shore operation, crossed Lake Sentani to Nefaar, seized two airfields and moved on a third. Junction with the Tanahmera column is imminent . . . *Aitape:* All enemy resistance has ceased and we have the airfield in full operation . . . *Madang coast:* Vanguards of our troops moving north from the Ramu Valley seized Madang and its airdrome, large quantities of supplies and enemy equipment.

NAPLES, *Navy*—Our coastal forces operating in the southern and eastern Ligurian Sea on the night of 24-25 April, sank four small supply ships, three lighters and a tug. On the same night two enemy destroyers and a corvette were attacked by the U. S. Navy and by aircraft. The destroyers were damaged and the corvette blew up.

LONDON, *Air Ministry*—Last night Beaufighters of the Coastal Command attacked enemy shipping off the Netherlands coast. One medium-sized merchant vessel was torpedoed and another larger vessel seriously damaged. Several escort vessels also were damaged.

MOSCOW, *Russian broadcast*—In the approaches to Sevastopol, torpedo launches of the Black Sea Fleet sank one of two fast enemy landing boats.

28 APRIL

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—*Hollandia:* All airfields are now in our hands and in operation and our two columns are in junction. Enemy resistance has ceased. Disorganized and demoralized enemy troops have fled into the jungle . . . *Sorong area:* Air patrols destroyed a small enemy vessel, left another stranded and sank 10 barges loaded with fully armed troops . . . *Bougainville:* Our ground forces are expanding their positions . . . *Caroline Islands:* Twenty-two tons of bombs were dropped on Truk and Satawan. Woleai also was bombed with good effect.

CAIRO, *Middle East Air*—On 26 April an enemy supply vessel was left settling off the west coast of Greece. Another was attacked in the central Aegean. Another supply vessel was sunk in the Gulf of Laconia.

MOSCOW, *Russian broadcast*—The air arm of the Red Banner Fleet sank a 6,000-ton tanker and an enemy trawler in the Gulf of Finland.

BERLIN, *Nazi broadcast*—"Three ships totaling 9,100 tons were sunk in an attack on a convoy off the British south coast 28 April. A 200-ton ship was torpedoed and must be considered lost. In the violent naval engagement an enemy destroyer was torpedoed and its loss is certain, though unobserved."

29 APRIL

U. S. Pacific Fleet Press Release

Revetments and runways on Ponape were bombed by 7th AAF planes 27 April (West Longitude date). Forty-eight tons of bombs were dropped on remaining enemy positions in the Marshalls by Army, Navy and Marine aircraft.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—*Sorong:* The Jefman airdrome, dispersal and supply areas were bombed by our medium units . . . *Babo:* Heavy units attacked the wharf and airdrome . . . *Wewak:* Forestalling any enemy attempt to land planes, our heavy units hit four airdromes with 188 tons of bombs . . . *Hansa Bay:* Attack planes swept barge hideouts in the Sepik River.

LONDON, *Admiralty*—During recent patrols in northern waters His Majesty's submarines sank a medium-sized tanker and so severely damaged a large tanker and large supply ship that they probably sank. The medium tanker was torpedoed off Statlandet. The large tanker was part of an important escorted convoy off Stavanger. The supply ship was torpedoed in the approaches to Skagerrak. In addition, the German catapult ship *Schwabenland*, of 8,000 tons, was severely damaged by a torpedo hit. When last seen she was listing and beached. Four large supply vessels, one large tanker and one medium supply ship also were damaged.

30 APRIL

U. S. Pacific Fleet Press Release

Seventh AAF Liberators dropped 41 tons of bombs on Truk Atoll the night of 28 April (West Longitude date). Ponape was bombed the same day and airfields were hit. Army, Navy and Marine aircraft dropped 65 tons of bombs on remaining enemy positions in the Marshalls on the same date.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—*Geelvink Bay:* One of our heavy reconnaissance units attacked and damaged a 1,000-ton freighter off Biak Island . . . *Aitape:* Our light naval forces shelled shore positions . . . *Hansa-Madang coast:* Our light naval forces strafed shore targets near Condor Point . . . *Truk:* Our Solomons-based bombers attacked fuel and storage installations before dawn with 22 tons of bombs.

LONDON, *Admiralty*—During an offensive sweep in the Channel early 29 April, light forces of the Royal Canadian Navy encountered two enemy destroyers of the *Elbing* class near Ushant. A gun action ensued within close distance of enemy-occupied territory. Repeated hits were obtained by our ships and one of the enemy destroyers was driven ashore and set afire. The other escaped in the darkness. The Board of Admiralty regrets to announce that during the action the destroyer *Athabaskan* was torpedoed and sunk. A number of survivors were picked up.

Details have now been received of the successful attack by naval aircraft on a German convoy off Bodo 26 April. The convoy was southbound, and consisted of four medium supply ships and five escorting craft.

It was snowing hard but all supply ships and one escort craft were hit. Three supply ships were left on fire, the largest being run aground. While this attack was taking place, other aircraft penetrated Bodo harbor, bombed and set afire another large supply ship.

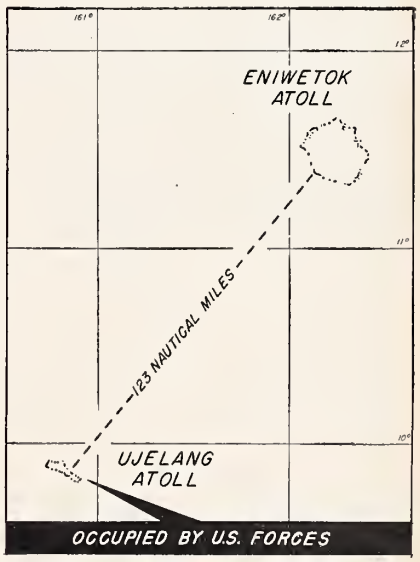
1 MAY

U. S. Pacific Fleet Press Release

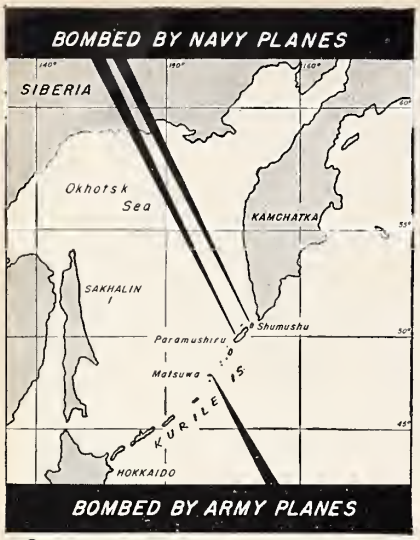
Fleet Air Wing 4 bombed Paramushiru before dawn 29 April (West Longitude date). All our planes returned. A single search plane of Fleet Air Wing 2 bombed a ship in the Truk lagoon and strafed airstrips. Ponape was bombed by the 7th AAF on the same day. Thirty-five tons of bombs were dropped on remaining enemy positions in the Marshalls by Army, Navy and Marine aircraft.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—*Schouten Islands:* Our heavy units dropped 77 tons of bombs on Biak Island, wrecking planes and damaging the airdrome . . . *Wakde area:* Our naval units at night bombarded enemy installations with 75 tons of explosive . . . *Wewak:* At Nightingale Bay our naval units sank six large barges loaded with Japanese troops . . . *Hansa Bay:* Our air patrols destroyed a loaded barge.

LONDON, *Admiralty*—His Majesty's submarines, which continue to harass enemy shipping in the Aegean and Mediterranean, have sunk two supply ships of medium size and 20 of small size during recent patrols. Seven other vessels, including two tankers and a large supply ship, were damaged. The medium-sized



See communique of 25 April.



See communique of 26 April.

supply ships were sunk by torpedoes off the Riviera. One of His Majesty's submarines surfaced outside a French harbor and shelled a large tanker lying inside. Several hits were observed. A second tanker closely escorted off Cape Camarat was hit by a torpedo. Of the small supply ships sunk, several were carrying petroleum.

BERLIN, *Nazi broadcast*—"In the battle against British and American supply and communications, the Luftwaffe and Navy during April sank 23 merchantmen and transports totaling 153,820 tons. A further 34 ships were severely damaged and many must be assumed as lost. Twenty-seven destroyers and escort vessels, one minesweeper and seven motor torpedo boats were sunk. Five destroyers and nine motor torpedo boats were damaged."

2 MAY

Navy Department Communique No. 518

Pacific and Far East

U. S. submarines have reported the sinking of 12 vessels, including three combatant ships, as a result of operations against the enemy in these waters, as follows:

One large tanker, one naval auxiliary, two medium cargo vessels, five medium cargo vessels, one light cruiser, two destroyers.

These actions have not been announced in any previous Navy Department communique.

U. S. Pacific Fleet Communique

Powerful naval task forces of the Pacific Fleet under the command of Vice Admiral Marc A. Mitscher, USN, have completed further attacks against enemy bases in the Central Pacific following their operation in support of the Hollandia-Humboldt Bay operation. Installations in the Truk Atoll were attacked by carrier aircraft on 29 and 30 April (West Longitude date).

Satawan in the Nomoi Islands was attacked by carrier-based aircraft and shelled by cruisers under the command of Rear Admiral J. B. Oldendorf, USN, on 30 April. Ponape was attacked by carrier-based aircraft on 1 May and shelled by battleships commanded by Vice Admiral W. A. Lee Jr., USN.

None of our ships was damaged in these opcrations and our aircraft losses were light. Approximately 30 flight personnel are missing.

In the first day's attack on Truk, 60 enemy planes were shot down in air combat. An equal number were destroyed on the ground. Five enemy planes were shot down by our ships.

In the second day's attack on Truk the one airplane encountered was shot down. Our planes dropped 800 tons of bombs in the Truk area, inflicting heavy damage to shore facilities. Considerable damage was caused by our protracted shelling of Satawan and Ponape. Our ships shot down five enemy search planes during the retirement from the Hollandia area.

U. S. Pacific Fleet Press Release

Wake Island was bombed by 7th AAF aircraft on 30 April (West Longitude date). Ninety-five tons of bombs were dropped on defense installations. All our planes returned.

Ponape was bombed by 7th AAF planes on 30 April. Army, Navy and Marine aircraft on the same day attacked remaining enemy positions in the Marshalls.

LONDON, *Admiralty*—During recent patrols in Far Eastern waters His Majesty's submarines sank a Japanese destroyer, two medium-sized cargo ships and two smaller ships. In addition, two medium-sized supply ships and a small escort vessel were damaged. The destroyer was attacked while escorting a supply ship off the Andaman Islands and was seen to sink.

In the Strait of Malacca, one of His Majesty's submarines attacked a convoy and sank three supply ships, one of which carried a deck cargo of motor transport. Another submarine successfully bombarded targets on Ross Island and Port Blair in the Andaman Islands.

MOSCOW, *Russian broadcast*—Air reconnaissance of the Black Sea Fleet located several enemy vessels proceeding from Sevastopol to the Rumanian shores. A tug, two landing barges and two motor torpedo boats were sunk. An 800-ton supply ship received a direct hit from one of our planes and was severely damaged.

3 MAY

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—*Wewak:* Our naval units at night destroyed 11 enemy barges laden with troops and supplies while air patrols at dawn destroyed six more in Nightingale Bay . . . *Schouten Islands:* Our air patrols scored a direct hit on a 2,500-ton enemy vessel off Biak Island. A parked bomber was destroyed at Kamiri airdrome . . . *Aitape:* Our light naval units at night sank or damaged three enemy barges and destroyed an enemy picket boat off Prittwitz Point.

CHUNGKING, *14th USAAF:* Mitchells attacked Amoy harbor on the east China Coast, sinking a 1,000-ton freighter with direct hits by cannon shell and bombs. They also strafed a number of sampans.

4 MAY

U. S. Pacific Fleet Press Release

Truk Atoll was bombed by 7th AAF aircraft on the night of 1-2 May (West Longitude date). Fifty tons of bombs were dropped. Ponape was bombed by a single 7th AAF Liberator on the same night. Remaining enemy positions in the Marshalls were bombed the same date by Army, Navy and Marine aircraft.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—*Schouten Islands:* Our heavy units at dawn bombed the airdrome on Biak Island . . . *Hansa-Madang coast:* Our fighter bombers attacked installations and our naval units damaged beached barges and shelled shore targets at Cape Croiselles . . . *New Britain:* Apparent failure to recognize signals involved two PT-boats and some of our planes near Cape Lampert. Both boats and two planes were wrecked . . . *Bougainville:* Our air patrols swept the Bougainville and Buka coasts, destroying small craft and bridges.

CHUNGKING, *14th USAAF*—In a sweep off Campha Port, P-40s bombed two 100-foot barges and strafed a number of junks in the channels.

LONDON, *Admiralty*—On offensive patrol in the channel yesterday, the frigate HMS *Rowley* and the French destroyer *La Combattante* engaged a force of enemy E-boats. A running fight developed which continued to Cap Barfleur. One E-boat was sunk and 12 survivors made prisoners of war.

KANDY, CEYLON, *RAF*—Medium bombers over the Indian Ocean sighted a U-boat southwest of Socotra. The aircraft immediately attacked with depth charges and destroyed the submarine.

BERLIN, *Nazi broadcast*—"U-boats attacked a convoy strongly escorted by destroyers and airplane carriers in the Arctic Sea bound for England. They sank eight destroyers and escorting vessels and torpedoed five ships totaling 30,000 tons."

5 MAY

U. S. Pacific Fleet Press Release

Paramushiru was bombed by Fleet Air Wing 4 on the night of 3-4 May (West Longitude date). Explosions and large fires were observed. All our planes returned. Ponape was bombed by 7th AAF aircraft on 2 May. Remaining enemy positions in the Marshalls were bombed by Army, Navy and Marine aircraft 3 May.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—*Hollandia:* Our forces have made further landings at Torare Bay, 12 miles northwest of Hollandia town, and at Demta, 16 miles west of Tanahmera Bay. Mopping up continues in the area . . . *Wewak:* Heavy bombers and attack planes struck enemy airdromes with 183 tons of bombs . . . *Bougainville:* Light naval units at night damaged three heavily laden enemy barges. An enemy float plane ineffectively bombed our naval patrols at Ruri Bay.

CHUNGKING, *14th USAAF*—On 3 May Liberators on a sea sweep off South China attacked a six-ship enemy convoy, sinking a 4,000-ton freighter and a 900-ton freighter.

CAIRO, *Middle East Air*—Two supply vessels were set afire 2 May off the west coast of Greece and another damaged in daylight yesterday by South African bombers.

MOSCOW, *Russian broadcast*—Our air reconnaissance discovered several groups of enemy transports off Sevastopol. Two barges and a transport of 3,000-tons were sunk by ships of the Black Sea Fleet. The Black Sea air arm inflicted subsequent blows on other shipping which was discovered later. Four transports totaling 10,000 tons, two high-speed landing barges, one cargo barge and one motor escort boat were sunk by direct bomb hits.

6 MAY

U. S. Pacific Fleet Press Release

Liberators of the 7th AAF dropped 87 tons of bombs on Ponape 4 May (West Longitude date). Large fires and explosions were caused. Truk atoll was bombed by 7th AAF planes 5 May. Army, Navy and Marine aircraft dropped 47 tons of bombs on remaining enemy positions in the Marshall Islands during 4 May.

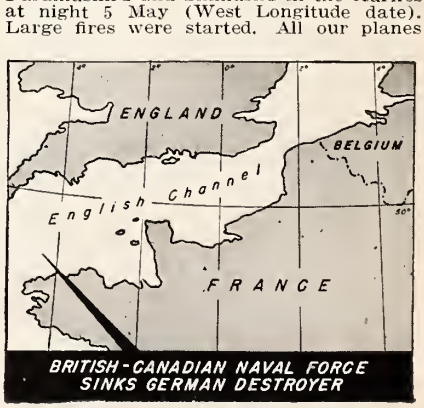
ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—*Wakde-Sarmi area:* Our light naval units destroyed a barge at Manam Islands and four others near Bogia . . . *Wewak:* Night naval patrols in the area on successive nights destroyed four barges, damaged seven others and silenced three enemy shore batteries.

MOSCOW, *Russian broadcast*—Our air force continued to inflict blows on enemy ships in the Blak Sea. A 3,000-ton transport and two patrol cutters were sunk. Serious damage was inflicted on two other transports. In the area west of Sevastopol, our torpedo boats sank three transports of 7,000 total tons and two high-speed landing barges.

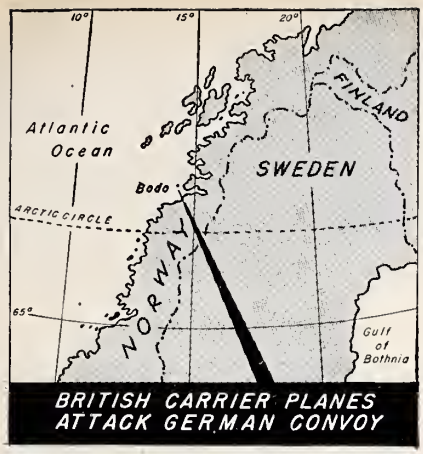
7 MAY

U. S. Pacific Fleet Press Releases

Planes of Fleet Air Wing 4 bombed Paramushiru and Shimushu in the Kuriles at night 5 May (West Longitude date). Large fires were started. All our planes



See communique of 26 April.



See communique of 26 April.

returned. Ponape was bombed by 7th AAF planes on 5 May, concentrating on the seaplane base and airfields. Army, Navy and Marine Corps aircraft dropped 62 tons of bombs on remaining enemy positions in the Marshalls on 5 May.

LONDON, *Admiralty*—Early this morning light coastal forces of the Royal Navy attacked an Elbing class destroyer which had been driven ashore and damaged in a previous attack off Ile de Vierge near Ushant. The destroyer was torpedoed amidships and her destruction completed. Enemy shore batteries opened fire on His Majesty's ships without effect. All returned safely to harbor.

8 MAY

U. S. Pacific Fleet Press Releases

Ventura search planes of Fleet Air Wing Four bombed Paramushiru in daylight on 6 May (West Longitude date). A search plane of Fleet Air Wing 2 shot down an enemy four-engine patrol plane near Ulul Island on 6 May (West Longitude date).

Aircraft from Fleet Air Wing 2 and the 7th AAF attacked Guam Island during 6 May (West Longitude date). Our force was intercepted by about 25 fighters. Seven of these were shot down, three probably shot down and two damaged. All our lanes returned. Truk Atoll was bombed on the name night by 7th AAF planes. Airfields and installations and installations on Ponape were hit in day and night raids the same date. Army, Navy and Marine aircraft dropped 33 tons of bombs on remaining enemy positions in the Marshalls.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—*Wewak-Hansa coast:* Night air patrols with light naval units harassed shore batteries . . . *Bougainville:* Our light naval units at night destroyed or damaged four enemy barges. An enemy float plane attacked our craft, causing minor damage.

NAPLES, *Navy*—On the night of 2-3 May British destroyers shelled enemy road traffic in the Albanian coast south of Valona. Enemy supply dumps and positions were bombarded by USN destroyers 6 May with god results.

LONDON, *Admiralty*—Light coastal forces manned by personnel of the French Navy this morning intercepted and successfully attacked a strongly escorted convoy. A hit was obtained on a supply ship and a trawler, both of which were believed sunk. Damage was inflicted on other ships by gunfire.

Carrier-borne aircraft of the Fleet Air Arm and ships of the Home Fleet attacked two southbound enemy convoys off Kristiansund, Norway, in the early hours of 6 May. One large and heavily laden ship was hit by both bombs and torpedo and broke in two. A similar attack sank a medium sized supply ship. Hits with two torpedoes and one bomb were obtained on a large tanker. In addition to these successes a direct hit with a bomb was scored on an escort vessel and two enemy aircraft were shot down. Two of our naval aircraft were lost during the operation.

MOSCOW, *Russian broadcast* — Direct bombs hits from the air arm of the Black Sea Fleet sank four transports totaling about 10,000 tons, a coast guard motor launch, and seven high speed landing barges in the open sea off Sevastopol.

9 MAY

U. S. Pacific Fleet Press Release

Airfields at Ponape were bombed by 7th AAF Liberators and Mitchells on 7 May (West Longitude date). Remaining enemy positions in the Marshalls were bombed and strafed the same day by Army, Navy and Marine aircraft.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—*Aru Islands:* A coastal vessel was set afire and a barge damaged . . . *Wewak-Hansa coast:* Our naval units at night destroyed six enemy barges and damaged two others. Shore targets were shelled. . . . *Bougainville:* Our light naval units destroyed seven barges near Jap River and shelled shore defenses . . . *Pulap Island*: Solomons-based aircraft sank three enemy cargo vessels 175 miles west of Truk.

MOSCOW, *Russian broadcast* — During the night of 8-9 May large forces of our aircraft struck a number of blows on enemy ships in the Sevastopol area. In the open sea two enemy transports totaling 7,000 tons were sunk by our motor torpedo boats . . . On 8 May the Red Banner Baltic Fleet air arm sank a 2,000 ton transport and three sea-going launches at the Finnish port of Kotka.

10 MAY

Navy Department Communique No. 519

The U. S. destroyer *Lansdale* was sunk in the Mediterranean 20 April 1944 as a result of attack by enemy aircraft.

The next of kin of the casualties have been notified.

U. S. Pacific Fleet Press Release

Ponape was bombed by the 7th AAF on 8 May (West Longitude date). Army, Navy and Marine aircraft bombed and strafed remaining enemy positions in the Marshalls on the same date.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—*Owi Island:* Our fighters strafed a freighter-transport and two other vessels . . . *Hollandia:* Mopping up brought total enemy killed to 871, captured to 183 . . . *Wewak-Hansa coast:* Air patrols attacked installations and shore positions. Our light naval units destroyed a barge at Selapiu Island . . . *Bougainville:* Our light naval units destroyed two barges at Aitara. A PT boat was lost off the southeast coast in an engagement with shore batteries.

MOSCOW, *Russian broadcast* — In the morning of 9 May air reconnaissance of the Black Sea Fleet sank two enemy transports totaling 4,000 tons, a coastal launch and several fast landing barges . . . In the Barents Sea our aircraft sank three enemy launches.

11 MAY

U. S. Pacific Fleet Release

Liberators of the 7th AAF bombed Truk Atoll on the night of 8-9 May. Forty tons of bombs were dropped. A possible hit was obtained on a ship near Moen Island with a 2,000-pound bomb. Single 7th AAF planes bombed Oroluk Atoll and Ponape the same night. Wake Island was attacked by the 7th AAF aircraft on the night of 9 May. Army, Navy and Marine aircraft bombed and strafed remaining enemy positions in the Marshalls the same night.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—*Hollandia:* Our patrols killed 62 and captured 32 of the enemy near Lake Sentani bringing total killed to 977 . . . *Aitape:* Enemy casualties now number 525 killed and 31 captured . . . *New Ireland:* Air and naval patrols on coastal sweeps destroyed or damaged four barges . . . *Bougainville:* Our light naval units sank or damaged three barges and a small craft.

LONDON, *Admiralty*—On an offensive sweep off the Netherlands Coast light coastal forces of the Royal Navy sank one armed trawler and seriously damaged two more of a strong force . . . While successfully helping to escort a convoy in the North Atlantic recently the frigate HMS *Spey* destroyed two U- boats. Forty-eight survivors were captured from the first submarine and 16 from the second.

12 MAY

Navy Department Communique No. 520

Pacific and Far East

U. S. submarines have reported the sinking of 14 vessels including one combatant ship as a result of operations against the enemy in these waters, as follows:

One destroyer, one large tanker, one medium tanker, one medium transport, one medium cargo transport, seven medium cargo vessels, one small cargo transport and one small cargo vessel.

These actions have not been announced in any previous Navy Department communique.

U. S. Pacific Fleet Press Release

Single search planes of Fleet Air Wing 2 bombed landing strips at Kusaie Island and at Murilo in the Hall Islands on 10 May (West Longitude date). Mitchell bombers of the 7th AAF attacked Ponape on the same date. Army, Navy and Marine aircraft bombed and strafed remaining enemy positions in the Marshalls the same date.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—*Rabaul:* Light naval units at St. George Channel were shelled by enemy shore batteries and attacked by planes without harm . . . *Woleai:* Our heavy units at midday dropped 28 tons of bombs on the runway . . . *Truk:* Our heavy units bombed enemy installations, staring fires.

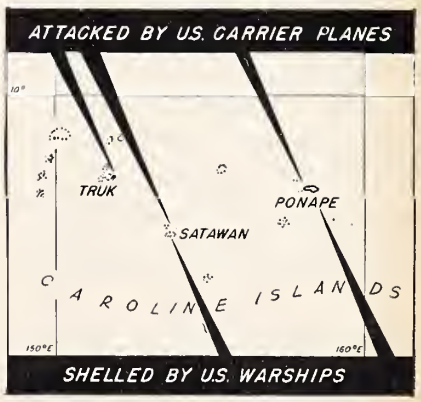
NAPLES, NAVY—Allied coastal forces harassing the enemy supply line off the west coast of Italy sank one of two southbound F-lighters . . . Piombino and Porto Ferraio were attacked.

BERLIN, *German broadcast*—"Torpedo-carrying aircraft on the evening of 11 May in the waters east of Algiers sank seven freighters totaling 49,000 tons as well as one destroyer. Twelve enemy freighters totaling 86,000 tons, one light cruiser, two destroyers and a large tanker were damaged."

13 MAY

NAPLES, *Navy*—Yesterday, 12 May, in support of the army a British cruiser escorted by U. S. Navy destroyers carried out a harassing fire on the Appian Way in the Terracina area and upon enemy heavy artillery in the Gaeta area opposing the American 5th Army. The result was satisfactory. The area in which the ships operated was swept by British minesweepers.

LONDON, *Admiralty*—While on offensive patrol in the English Channel this morning the French destroyer *La Combattante* encountered and engaged a strong force of E-boats 25 miles southeast of the Isle of Wight. One E-boat was sunk and another damaged. The remainder escaped at high speed under the cover of smoke. A number of survivors were picked up and made prisoners of war. *La Combattante* suffered neither damage nor casualties.



See communique of 2 May.

14 MAY

U. S. Pacific Fleet Press Release

Mitchell bombers of the 7th AAF attacked Nauru on the morning of 12 May (West Longitude date). Shore installations, ammunition dumps and phosphate works were hit. Army, Navy and Marine aircraft struck remaining enemy positions in the Marshalls on the same date.

NAPLES. *Navy*—Naval support continues to be given on the left flank of the Fifth Army. Yesterday, 13 May, concentrations at Itri and heavy enemy guns in the same area were successfully bombarded by a U. S. cruiser escorted by two destroyers.

LONDON, *Air Ministry*—This afternoon aircraft of the Coastal Command and Allied Expeditionary Air Force attacked a strongly guarded enemy convoy off the Netherlands coast. Two merchant vessels were hit with torpedoes and one of the escort vessels was left listing badly.

CHUNGKING, *14th USAAF*—Fighter-bombers on a sea sweep off Catba Island in Tongking Gulf on 11 May attacked 12 large junks, several of which were destroyed and others damaged.

15 MAY

U. S. Pacific Fleet Press Release

Search planes of Fleet Air Wing 4 bombed Shimushu in the Kurile Islands before dawn 13 May (West Longitude date). Several fires were started. Antiaircraft fire was intense. On the afternoon of 13 May a single 11th AAF bomber attacked two patrol boats near Paramushiru.

Forty-two tons of bombs were dropped on defense installations in Truk Atoll by 7th AAF aircraft before dawn 13 May. Two large explosions were observed on Moen. A single enemy fighter attempted interception.

Ponape was bombed before dawn 13 May by 7th AAF planes and again during daylight of the same day. Enemy positions in the Marshalls were attacked by Army, Navy and Marine aircraft during the day of 13 May and the night of 13-14 May.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—*Wewak-Hansa Coast:* Our naval units bombarded installations at Wewak, Bunabun harbor and Karkar Island. Buildings, dumps and positions were destroyed and many fires started . . . *New Britain:* Our fighters and dive bombers sank 40 enemy barges in Simpson harbor and Keravia Bay while neutralizing positions.

CAIRO, *Middle East Air*—Middle East aircraft harassed enemy shipping from the west coast of Greece to the eastern Aegean yesterday in a search that lasted through daylight. Beaufighters found two vessels heading for a small island in the Aegean and destroyed one of them. Later they attacked another vessel which blew up, sending smoke and fire 3,000 feet in the air. An Australian squadron raided shipping in Kalmata harbor and a South African Air Force group attacked supply vessels in Cephalonia harbor. Another formation encountered three Arado 196 float planes over the central Aegean and shot down one.

MOSCOW, *Russian broadcast*—In the night of 13-14 May, air reconnaissance near the Norwegian port of Kirkenes observed an enemy convoy of 16 supply ships and 25 escort vessels. Three supply ships with total tonnage of 19,000 tons were sunk, also a self-propelled barge, an auxiliary ship and a coastal guard vessel. In addition, three enemy ships were set afire and another grounded. Damage was inflicted on other supply and escort ships.

16 MAY

U. S. Pacific Fleet Press Release

Two hundred and forty tons of bombs were dropped on Jaluit Atoll in the Marshalls during daylight 14 May (West Longitude date) and during the night of 14-15 May in a coordinated aerial assault by Fleet Air Wing 2, the 7th AAF and 4th Marine Aircraft Wing. Bombers and fighters flew 284 sorties. Attacks were made at altitudes ranging from 50 to 10,000 feet. Eight of our aircraft received minor damage but all returned.

Other objectives in the Marshalls were harassed on the same night until dawn. A single search plane of Fleet Air Wing 4 bombed Shimushu in the Kuriles the night of 14 May.



See communiques of 14-18 May.

A search plane of Fleet Air Wing 2 dropped four 1,000-pound bombs on a medium-sized cargo vessel in Truk lagoon before dawn 14 May. Another Fleet Air Wing 2 plane bombed and strafed the airstrip at Puluwat Island.

NAPLES, *Navy*—Effective naval cooperation continues to be given the left flank of the Fifth Army. On 14 May a U. S. cruiser escorted by two destroyers bombarded enemy positions and batteries around Formia and Itri. Two enemy ammunition dumps were seen to be hit. Yesterday, 15 May, the bombardment was successfully continued with 800 rounds from a British cruiser. Our ships suffered neither casualties nor damage.

17 MAY

U. S. Pacific Fleet Press Release

Search planes of Fleet Air Wing 2 and planes of the 4th Marine Aircraft Wing bombed and strafed remaining enemy positions in the Marshalls during the day and night of 15 May (West Longitude date). Fuel storage facilities, runways and buildings were hit.

LONDON, *Admiralty*—During operations recently off the Norwegian coast, naval aircraft operating from carriers and escorted by ships of the Home Fleet struck enemy shipping and shore installations. The attacks were carried out by Hellcats equipped with bombs and escorted by Wildcat and Hellcat fighters. Two medium supply ships were hit and two armed trawlers damaged. Oil tanks and a fish oil factory northeast of Stadlandet were hit. Nine enemy aircraft were shot down, one probably shot down and two damaged. All His Majesty's ships returned. Five naval aircraft are missing.

On patrol in the North Atlantic recently, His Majesty's frigates of the 1st Escort Group destroyed two submarines. A total of 17 survivors were picked up and made prisoners of war after the U-boats were sunk. During the actions the frigate *Gould* was sunk, as previously announced.

18 MAY

U. S. Pacific Fleet Press Release

Wake Island was bombed during daylight 16 May (West Longitude date) by Liberators of the 7th AAF. Objectives at Peacock Point and Wilkes Island were hit. A large fire was started. Two of our aircraft suffered minor damage.

Nauru Island was attacked by 7th AAF bombers on 16 May. Hits were obtained on a phosphate plant and antiaircraft positions. Antiaircraft was intense.

A search plane of Fleet Air Wing 2 bombed and probably sank a 10,000-ton Japanese tanker and a medium cargo ship in Truk harbor on 16 May. The same plane later bombed and strafed Puluwat Island.

Ponape was bombed by Fleet Air Wing 2 and 7th AAF aircraft on the same date. The seaplane base, airfield, installations and town were hit. Army, Navy and Marine aircraft bombed enemy positions in the Marshalls the same date.

NAPLES. *Navy*—It is reported that during the night of 13-14 May a naval patrol operating off the Anzio beachhead sank one E-boat and damaged another. In support of the 5th Army, enemy batteries and positions were again successfully bombarded from the sea and many hits registered. There was more accurate return from the enemy batteries but our ships suffered no damage. In the last six days Allied cruisers have fired 3,000 rounds. Minesweepers operated under shell fire.

19 MAY

U. S. Pacific Fleet Press Release

Wake Island was bombed during daylight 17 May (West Longitude date) by Liberators of the 7th AAF. Peale Island and Heel Point were the targets. One of our aircraft was shot down.

An air strip on Ponape was bombed the same day by 7th AAF planes. Enemy positions in the Marshalls were attacked by Army, Navy and Marine aircraft. Repair work on the air strip at Wotje was interrupted by Marine raids which strafed the field.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—*Wakde-Sarmi area:* Exploiting our Hollandia operation, we have seized the Wakde-Tum area in Netherlands New Guinea 125 miles to the west. In combined overwater movement our ground troops under cover of naval and air bombardment landed near Tum. The enemy was completely surprised and his defense negligible. Our troops are rapidly overcoming defended positions at Wakde.

NAPLES, *Navy*—Yesterday, 18 May, in further support of the Army, enemy batteries, dumps and roads to the west of Gaeta were successfully bombarded from the sea. Enemy retaliatory gunfire was ineffective.

LONDON, *Admiralty*—While successfully defending a convoy both on its outward trip to north Russia with valuable war materials and on the return journey to the United Kingdom, His Majesty's ships and aircraft sank at least two U-boats.

20 MAY

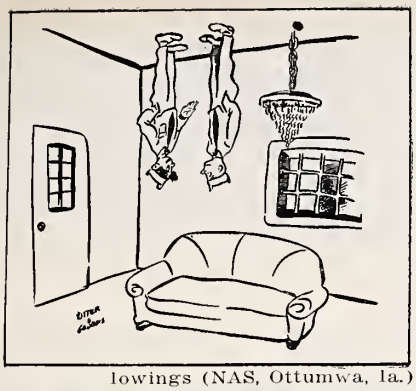
ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—*Wakde:* Our troops have carried the assault across the airfield and are engaging the remaining enemy position. Our naval forces bombarded in concerted action . . . *Hansa Bay:* Our naval units at dawn shelled Kronprinz, Uligan, and Bunabun harbors and shore installations on Karkar Island . . . *New Ireland:* Our light naval units and air patrols at night sank several enemy barges and silenced shore guns at Nakudukudu Bay and Medina Plantation . . . *Rabaul:* In Open Bay our light naval units shelled shore positions. . . *Bougainville:* Our torpedo and dive bombers struck villages and bivouacs in the area.

U. S. Pacific Fleet Press Release

Paramushiru Island in the Kuriles was bombed by Ventura search planes of Fleet Air Wing 4 at night on 18 May (West Longitude date). Large fires were started at airfields. Moderate antiaircraft fire was encountered. One of our aircraft received minor damage but all returned safely. A Liberator and a Mitchell bomber of the 11th AAF damaged and probably sank an enemy patrol vessel east of Paramushiru during daylight on 18 May. On the same day a Ventura search plane of Fleet Air Wing 4 attacked an enemy auxiliary vessel present in the same locality.

Mitchell bombers of the 7th AAF, Coronado and Ventura search planes of Fleet Air Wing 2, Corsair fighters and Dauntless dive bombers of the 4th Marine Aircraft Wing and Navy Hellcat fighters attacked enemy positions in the Marshalls during daylight on 18 May and during the night of 18-19 May. Runways, magazines, power stations and piers were hit.

NAPLES, *Sea*—Yesterday, 19 May, targets in and around the enemy-occupied town of Terracina were successfully bombarded from the sea. There were many hits in the town and on the roadways. Fires were also started when a dump was heavily plastered.



lowings (NAS, Ottumwa, Ia.)

"I'll be glad when we get through inverted flying."

AOL-AWOL

(Continued from Page 34)

finally released to a replacement depot and assigned to duty, usually with a combat outfit at the front. The Army reports that this DTC program evidently has succeeded, and that their "graduates" are healthier because of the physical training and work, and better soldiers because of the enforced military training schedule. In only one case, they say, has any prisoner been returned to DTC for a second offense. To determine his rehabilitation, each prisoner in DTC is graded daily by his company officers and the headquarters non-coms—and when his attitude, work and training show he wants to be returned to duty, he may be made a "trusty," or an acting trainee NCO.

Wartime transportation shortages, disarranged train and bus schedules, obviously contribute a small part to the AOL list. However, these factors cannot be used as excuses to permit widespread lateness of reporting from liberty or leave to become a regular thing in the Corps. Investigation of available transportation faciilties by the man going on liberty or leave, prior to his departure, (aided in this by his NCO or officer) can overcome 98% of such lateness in returning to camp or base. One commanding officer at a large base recommended the use —wherever possible—of available Government transportation to take liberty and leave men to the nearest railroad or other transport system.

Records and statistics apparently prove that when war conditions are serious and campaigns active, desertion and absenteeism decrease. The largest volume of courts-martial in the last war were recorded following cessation of hostilities, when, with the fighting done, many men became restless to return to their homes. Possibly the stepped-up activity in the Pacific by Marine organizations has been a contributing factor to the recent heavy reduction in desertions. One thing is certain, however, that the percentage of infractions of discipline, particularly as regards AOL, AWOL and desertion has rapidly decreased. This decrease coincided with the discovery by enlisted personnel they couldn't make use of misdeeds to avoid combat service, or to get out of the service entirely on a bad discharge, without a stiff sentence including confinement.

Incorrigibles and "CPI's" (constitutional psychopathic inferiority cases) are in the minority and must be handled individually. Not more than an approximate ten (10) percent of personnel in the Corps has been found in the latter categories. These must be segregated early in the training period lest they affect others around them. This brings up the subject of "sample treatment," i. e., disciplinary action for the impressing of those "border-line" cases who might be affected by the actions of the offenders, and attempt to emulate the offenses. Authorities in military discipline seem to agree that the initial deliberate infraction of regulations should be treated with swift and severe action, so that the other members of the unit may learn that orders are to be obeyed instantly, and that offenses bring swift punishment.

In the treatment of court-martial prisoners under sentence, every effort should be made toward rehabilitation rather than mere punishment, otherwise a reclaimable soldier may be lost to the service. There is little room in modern training and intelligent disciplinary programs for the "hard-boiled" punisher who glories in inflicting too heavy or unfair suffering upon the transgressor already paying for his offense.

The officer who can, and will, take the time to properly indoctrinate his command in the matter of liberty, leave and the seriousness of AOL, AWOL and desertion, will be a great factor in reducing if not entirely eliminating the greater part of such offenses. If, in addition, he has the happy faculty which the successful athletic coach considers his stock in trade, of talking to his charges and getting their reactions, unburdening themselves of their worries, etc., and, without leading them by the hand, helping them in their problems, he will have gone a long way on the path of leadership. He will have few problems in the realm of AOL, AWOL, or desertion.

How Did It Start?

"Show a leg," a slang term for ordering men to turn to, originated during the reign of King George III when women were allowed to accompany sailors on long voyages. It was the custom, when ordering seamen from their bunks, for the bos'un to demand: "show a leg." If the leg was covered by a stocking, he knew it belonged to a woman and she was allowed to go back to sleep. (*If you have a different version, send it in.*)



What Is Your Naval I. Q.?

1. Why does it take longer to raise the ensign to half-mast than to full?
2. In what position did SecNav Forrestal enter the naval service?
3. What the "roaring 40s"?
4. Are U. S. Navy ships ever named after women?
5. When was the U. S. Naval Academy established at Annapolis?
6. Identify this plane:



7. What was the first U. S. Navy ship to sail around the world?
8. Mustard gas has an odor resembling: (a) mustard, (b) garlic, (c) geraniums, (d) hay, (e) horseradish.
9. How did the U. S. Marines earn their nick-name, "leathernecks"?
10. Before Pearl Harbor approximately 33 months were required to build an aircraft carrier. What is the construction rate today?
11. Who said: "You may fire when you are ready, Gridley"?
12. The Frisian Islands are: (a) in the South Pacific, (b) off the coast of India, (c) in the Mediterranean, (d) off the coast of the Netherlands?
13. Can you identify this now obsolete rating badge?



14. What is the trajectory of a shell?
15. Marines on board a naval vessel are entitled to the same privileges and are under the same discipline as the rest of the crew. True or false?
16. Presence of the cumulonimbus type cloud usually indicates: (a) clear weather, (b) cloudy conditions, (c) thunderheads, (d) fog but no rain.
17. How did the word "tar" as a general name for a sailor originate?
18. What is a monkey's fist?
19. Who was SecNav during World War I?
20. How is the size of fibre rope determined?

(Answers on Page 50)

Promotions

(*Continued from Page 9*)

duty requirement is modified as indicated in "Service, Sea-Duty and Marks Requirements," page 9.

The term "Construction Battalion personnel" includes all men permanently assigned to Construction Battalion activities, except for men in the Hospital Corps, steward's branch, photographer's mate and specialists ratings. Personnel in those ratings are not Construction Battalion personnel and, therefore, may be advanced only under the provisions of the new directive governing general-service and specialist ratings. Bureau of Yards and Docks Circ. Ltr. 26-43, which governs advancement in rating of Construction Battalion personnel, will be superseded in the near future.

Ship repair personnel may be advanced in accordance with BuPers Circ. Ltr. 42-44.

Training Courses, Service School Requirements

Only commanding officers of operating units of forces afloat are authorized to waive completion of training courses for advancement of deserving men, but full use should be made of courses available and men should be required to complete courses to the maximum extent possible.

Graduation from a Class A service school will be considered the equivalent of completion of training courses for petty officer third class ratings.

For advancement to the following rates, applicable service school requirements of BuPers Manual may be waived by COs, provided the candidates are in all other respects qualified and fulfill the additional requirements as indicated:

CTM, CTMV (1 or 4, & 2)
TM1c, TMV1c, FC1c
CFC, CFCR (1, 2, 3)
CEM (1, 2, 5)
CRM, ACRM
PR rates (1, 6)
CCS (1, 2)

1. Serving at sea or outside continental U. S.
2. Has had at least 18 months' service in pay grade 2.
3. Has served at least one year in first class rate in operation and maintenance or servicing of one or more of the following directors: Mark 19, 28, 33, 37, 50.
4. Serving ashore in torpedo overhaul shops.
5. Is qualified in the duties of a gyro or I.C. electrician and an entry to that effect made in service record.
6. Special precautions in the interests of safety have been taken to insure adequate qualifications before effecting advancements.

References Pertaining To Changes in Status

Advancement in Rating:

Armed Guard personnel—BuPers ltr. Pers-67-Hn/P17-2, 26 Jan. 1944.

Coast Guard personnel serving with Navy, and Navy personnel serving with Coast Guard—BuPers Circ. Ltr. 115-44 (N.D.B., 30 April 1944, 44-496).

Changes of status to permanent appointment—BuPers Circ. Ltr. 11-42 (N.D.B., cum ed., 42-2102).

Changes of status, enlisted personnel—BuPers Circ. Ltr. 93-44 (N.D.B., 31 March 1944, 44-379).

Construction Battalion personnel—Construction Battalion Circ. Ltr. 26-43 (to be revised in near future).

General requirements — Arts. D-5104, D-5200, D-5201, D-5202, BuPers Manual.

Marks, general—Article D-8019, BuPers Manual.

Meritorious—Alnav 163 of Dec. 1941 (N.D.B., cum. ed., 41-2021).

Permanent enlisted status of men holding temporary commissions—BuPers Circ. Ltr. 26-42 (N.D.B., cum. ed., 42-2109).

Procedure for effecting—Art. D-5112, BuPers Manual.

Qualifications for ratings—BuPers Circ. Ltr. 98-44. (N.D.B., 31 Mar. 1944, 44-384).

Radio materiel schools, primary and advanced—BuPers ltr. Pers-67-Hn/P17-2/MM, 28 Jan. 1944.

Ship repair personnel—BuPers Circ. Ltr. 42-44 (N.D.B., 15 Feb. 1944, 44-186).

V-10 personnel—BuPers ltr. Pers-67-sa/QR8/P17, 5 May 1944.

Changes in Rating:

Change of status, enlisted personnel—BuPers ltr. Pers-67-Bt/P17-2/MM, 19 April 1944, to comdts. all naval districts, river commands and naval air functional training commands.

General—Art. D-5114, BuPers Manual.

Obsolete ratings—BuPers Circ. Ltr. 108-41 (corrected), contained in BuPers Circ. Ltr. 0-44. (Page 555, N.D.B., cum. ed.)

Radiomen to radio technicians—BuPers Circ. Ltr. 94-43 (N.D.B., cum. ed., 43-1136).

Special instructions regarding RM—BuPers Circ Ltr. 38-44 (N.D.B., 15 Feb. 1944, 44-182).

Specialist (Y)—BuPers ltr. Pers-67-Hn/P17-2/MM, 9 Feb 1944, to commandants and COs of naval air stations and naval air centers.

Reductions in Rating:

General instructions — Article D-5113, BuPers Manual.

Marks standards established—Article D-8020, BuPers Manual.

Reports:

Pages 9-10 of service records—Article D-4002 and D-4022, BuPers Manual.

Special Instructions For Specific Ratings

Advancements to the following ratings will not be effected unless specifically authorized, in individual cases, by BuPers:

CAerM	CMus
AerM1c	Mus1c
CPrtr	CBgmstr
CPrtrL	CSt
CPrtrM	CCk

*T (Male personnel only).
* All 3/c specialist ratings.

* Regular Navy personnel and Fleet Reserves are not eligible for these ratings.

Recommendations for advancement to chief aerographer's mate and aerographer's mate first class will be submitted to BuPers, via Chief of Naval Operations (Op-34), accompanied by completed forms Navpers 624 and examination questions and answers. Examinations for advancement to pharmacist's mate first class and chief pharmacist's mate are not to be forwarded.

All other recommendations for advancement to ratings listed above will be submitted to BuPers accompanied by completed forms Navpers 624. *Receipt of recommendations will not be acknowledged.* If the status of the rating concerned does not permit immediate advancement, recommendations will be placed on an active file and authorizations for advancement of candidates on the list will be issued as vacancies in the Navy as a whole permit.

Advancement to specialist second class ratings and above may be effected by commanding officers to fill vacancies in complement. Where no qualifications will be published, as indicated by BuPers Circ. Ltr. 98-44, qualifications for advancement may be determined by observation of candidates' proficiency in their individual specialties and their petty-officer-like qualities. Advancements to specialist third class ratings and changes to any specialist ratings may be effected only if specifically authorized by BuPers.

Answers to Quiz on Page 49

1. It first must be run up to the truck, then lowered. (Before lowering from half-mast the ensign is first hoisted to the truck, then lowered.)

2. Seaman, second class.

3. Stormy westerly winds encountered in a geographical belt located between 40 and 50 degrees south latitude.

4. Yes, some troop transports.

5. 10 August 1845. However, the Naval Academy had its beginning in November 1838, when a professor and 15 midshipmen were ordered to the Naval Asylum at Philadelphia for instruction.

6. Me 210 (Messerschmitt fighter-bomber).

7. The USS *Vincennes* (1829-1830).

8. (a), (b) and (e).

9. By wearing stiff leather bands sewn onto their collars to ward off sword blows (1812).

10. Approximately 15 months.

11. Admiral Dewey.

12. (d).

13. Chief master-at-arms (1886). Later two of the three arched stripes were dropped, and the rating finally was discarded shortly after World War I.

14. Its path through the air.

15. True.

16. (c).

17. From the old custom of a sailor tarring his wearing apparel to make it waterproof.

18. A complicated knot with weight enclosed, used at the end of a heaving line.

19. Josephus Daniels.

20. By its circumference.

Vitamins

(Continued from Page 10)

may upset the delicate balance of the machinery in the body which helps the body to use food properly.

3. Harm may result to persons who assume that by taking *extra* vitamins they can ignore other matters of health and diet.
4. If the human body doesn't need the *extra* taken, it usually passes off as waste, but it may cause harm.
5. As with patent medicines of a former day, possibly the greatest harm is the waste of money, for synthetic preparations are expensive as compared to natural vitamin sources in food.
6. The realm of vitamins is not fully explored by any means. There are still uncertainties, as all vitamins and their effects are not yet known.
7. One thing is known: The Navy ration is a well-balanced diet that is scientifically designed to keep you in first class shape — *without any extra vitamins.*



Official U. S. Navy photograph

BIDDLE HALL, U. S. Naval Home, Philadelphia, Pa., lat. 39-56-10 N., long. 75-11-00 W: One of the main buildings, it was named in honor of the first governor of the home, Commodore James Biddle, USN. It is 385 feet in front, embellished with a marble portico of eight Ionic columns each three feet in diameter and is built in the solid masonry style of the time. The cornerstone was laid 3 April 1827.

Naval Home Continued As Harbor for Aged

Continuance of the U. S. Naval Home at Philadelphia as a naval activity was approved recently by SecNav. The home was opened in 1831 for disabled and aged seamen and marines unable to support themselves by manual labor, and has always been operated by the Navy. Veterans of 23 wars and campaigns now reside there.

Paul Hamilton, as Secretary of the Navy, on 22 February 1810 outlined the project for the Naval Home to the chairman of the House Naval Affairs Committee, and it was authorized by Act of Congress, 26 February, 1811. It was proposed that Navy widows be employed as nurses and as attendants to the sick and that their children work in the vegetable gardens with such beneficiaries as were able to till the soil.

Accordingly, in 1826 the Pemberton country estate known as "The Plantation," consisting of 24 acres of land in lawns, vegetable gardens, orchards, shrubbery and woods and a frontage of 460 feet along the eastern bank of the Schuylkill River, was purchased as a site for a combined hospital and the Naval Home. The estate antedated the Revolutionary War and was well known in its location on the historic Gray's Ferry Road, then the main north and south artery into the city of Philadelphia. The city has grown so that now from the Naval Home on 24th and Gray's Ferry Road to the City Hall it is only a 10-minute ride by street car.

The Naval Home was the first institution of its kind to be founded in this country. The cornerstone of Building No. 1 was laid by Commodore Bainbridge who, as president of the Navy Board, delivered the following address:

"The expense of the building which is about to commence under circumstances so auspicious is defrayed out of a fund raised by the monthly contributions of the officers, seamen and marines in the national service. These contributions commenced in the year 1796, and, of course, nearly contemporaneously with the origin of our naval establishment. . . .

"A home will thus be established for the faithful tar who has been either worn out or maimed in fighting the battles of his country. A comfortable harbor will be secured, where he may safely moor and ride out the ebb of life, free from the cares and storms by which he has been previously surrounded. He will here cheerfully and proudly live with his own messmates, with the companions of his former sports, toils, and dangers, and where they will animate each other, by recounting the pleasures which they enjoyed, the perils which they escaped, and the battles which they fought.

"A picture of happiness will thus be exhibited, not less gratifying to the patriot than it will be useful; and stimulating the intrepid youth of our country to enlist under the naval banner that they also may secure similar honors and comforts for a 'green old age.'

". . . I humbly beseech Him who governs the sea and the land to bestow His choicest benediction on all those who may here take shelter after an honorable 'march on the mountain wave'."

From 1826 to 1849 the home was under the Bureau of Medicine and Surgery, from then until 1898 under the Bureau of Yards and Docks and since 1898 has been under the Bureau of Naval Personnel. The present governor is Rear Admiral Forde A. Todd, USN (Ret).

New SecNav

(Continued from Page 5)

on the Navy's current vast landing craft program which this year must furnish more than 24,000 craft.

Now 52, Secretary Forrestal is hard and lean and appears 10 years younger. He retains his interest in athletics, is a strong believer in personal physical fitness and bears a permanently dented nose as the souvenir of years of amateur boxing.

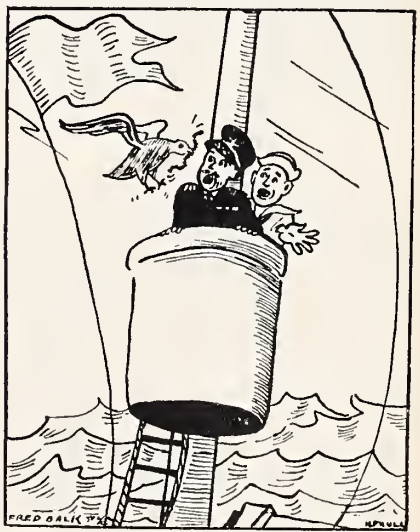
As Under Secretary, Mr. Forrestal was almost as widely traveled as Secretary Knox. In 1941 he flew to London to establish a closer liaison between the Navy Department and the British Admiralty in carrying out naval purchases and problems incidental to Lend Lease. His official report on this trip has never been made public.

In August, 1942, just after the Guadalcanal campaign began, he flew to Noumea and Espiritu Santu to inspect the flow of supplies to Guadalcanal.

On a trip to the Pacific last Winter he witnessed the invasion of the Marshall Islands from the deck of a man-o'-war. According to report, he presented such a youthful figure in khaki and open neck shirt that he was mistaken for one of the ship's company. After the Marshalls operation he again inspected the logistics network in the Pacific, visting Tarawa, Guadalcanal, Espiritu Santu, New Caledonia, Bougainville, New Guinea and Australia.

The new Secretary is a strong advocate of keeping a powerful Navy after the war.

Recently he stated that Americans "scarcely deserve to survive if they forget the lessons of history this time and permit the disintegration of the great sea and air power which our Navy will have at war's end."



Osprey (NAS, Wildwood, N. J.)

"Now do you see, Commander, why I'd like some other job on this ship?"

Medal of Honor Awarded To Marine Ace And To Seaman Who Saved an LST



Official U. S. Marine Corps photograph
Major Boyington



Official U. S. Navy photograph
Johnnie Hutchins

A Marine pilot who shot down 26 Japanese planes and a seaman who died saving his ship from destruction by a Japanese torpedo have been awarded the Congressional Medal of Honor.

The pilot is Maj. Gregory Boyington, USMC, who has been missing since 3 January, the day he shot down his 26th plane. On 17 October 1943 he led a formation of 24 fighters over Kahili and persistently circled the airdrome where 60 Jap planes were grounded, boldly challenging the enemy to come up and fight. Under his brilliant leadership our fighters shot down 20 enemy planes in the ensuing combat without the loss of a single ship.

The 31-year-old major was skipper of a hard-fighting Black Sheep Squadron, composed of casuals, replacements and green pilots. The squadron downed 94 enemy planes in 12 weeks of combat. Major Boyington himself accounted for 14 Jap fighter planes in 32 days. He previously had shot down six Jap fighters while a member of the Flying Tigers in China.

The second medal was awarded posthumously to Johnnie D. Hutchins, S1c, USNR, of Lissie, Tex., who was killed in action on the *LST-473* during landing operations on the Japanese base at Lae, New Guinea. (INFORMATION BULLETIN, March 1944, p. 48.)

As the landing craft approached the beach a murderous hail of bullets from shore batteries and bombs met the invading forces. A torpedo was spotted, bearing down on the *LST-473* with deadly accuracy. The helmsman started to maneuver the ship out of its path, but before he could make a move a bomb hit the pilot house, blasting the helmsman from his station.

Hutchins was in the demolished pilot house, mortally wounded but still alive. With his last ounce of strength he grasped the helm and turned the ship clear of the torpedo. He died still clinging to the wheel.

NAVY CROSS

★ Rear Admiral Aaron S. Merrill, USN, Natchez, Miss.: As task force commander during an engagement with Japanese naval forces off Bougainville, 1-2 November 1943, he used daring tactics with gunfire and torpedoes which resulted in the destruction of five hostile warships, including one cruiser and four destroyers. During retirement from this action, his forces repulsed an air attack by 67 planes and shot down 17 of the Japanese planes.

★ Capt. Robert P. Briscoe, USN, Centreville, Miss.: As commanding officer of a warship, he fought his ship gallantly against terrific enemy opposition in the northern Solomons 30 October to 2 November 1943. In a night action he assisted in the sinking of five enemy warships, the damaging of four others and the routing of the Japanese force. Later, under heavy air attack, he directed antiaircraft fire which destroyed 17 Japanese planes.

★ Capt. Irving D. Wiltsie, USN, Plainfield, N. J. (missing in action): Commanding the USS *Liscome Bay* in action against Japanese forces off Makin Island, 24 November 1943, he fearlessly fought his way aft to determine the extent of damage suffered from a torpedo hit. His valiant devotion to duty was undeterred by raging fires, structural damage and blazing wreckage.

★ Lieut. Samuel H. Alexander, USNR, Winton, Calif.: Commanding the USS *LST-313* during the amphibious assault on Sicily, he had beached his ship at the assigned point near Cela when an enemy plane bombed it and set fire to the cargo of ammunition. With great courage he skillfully directed fighting of the blaze and the rescue and transfer of all survivors, many of whom were severely burned. His prompt and gallant action saved many lives.

★ Lieut. Joseph Orleck, USN, Winston-Salem, N. C. (missing in action): He was commanding officer of the USS *Nauset* when, during the invasion of Italy, his ship was hit by aerial bombs and set afire. He expertly directed fire-fighting measures, control of flooding and the transfer of all survivors to rescue ships. He remained aboard the *Nauset* in an attempt to beach her and prevent total loss until she hit an enemy mine and sank.

★ Lt. (jg) Phil H. Bucklew, USNR, Ashville, Ohio.: Undeterred by glaring illumination and withering hostile fire during the invasion of Sicily, he located his designated beach and directed the assault boat wave. Utterly disregarding the shore battery and machine-gun fire which repeatedly struck his vessel, he persevered in guiding a subsequent wave to the proper beach.

★ Lt. (jg) Willis E. Maxson III, USN, Austin, Tex. (posthumously): As junior officer of the watch during an



Official U. S. Navy photograph

BRITISH HONOR U.S. ADMIRALS: Rear Admiral Alan G. Kirk, USN, (left), commander of a U. S. task force operating as part of the Combined Naval Force in England, and Rear Admiral John L. Hall Jr., USN, commander of a unit of Admiral Kirk's task force, recently were decorated with the Order of the Bath in a ceremony in London.

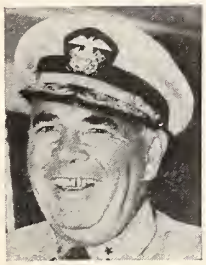
For reasons of security, the deed for which a man receives a decoration very often cannot be fully described either in this section or in the actual citation which the man receives. There may accordingly be citations reported here which do not tell the whole story.

attack by a U. S. warship on an enemy base in the Pacific, he defied extreme danger to remain steadfastly at his post while his ship effected the hazardous rescue of two naval aviators shot down within 5,000 yards of the Japanese base. Braving concentrated fire, he ultimately received a mortal wound.

★ Bernard Barney, S2c, USNR, Brighton, N. Y. (posthumously): Serving aboard a U. S. warship during the occupation of the Treasury Islands, he assisted in bringing raging flames under control when two direct hits set the ship afire. Although fatally burned, he volunteered for the repair party and contributed materially to the survival of his ship in an extremely critical encounter.

DISTINGUISHED SERVICE MEDAL

★ Vice Admiral Jonas H. Ingram, USN, Jeffersonville, Ind.: As task force commander and Commander Fourth Fleet and South Atlantic Forces from July 1941 to January 1944, he overcame tremendous difficulties to defeat enemy thrusts against Allied commerce in the South Atlantic area. Later, his area was developed into a powerful war front from which he struck devastating blows against enemy submarines.



Vice Admiral Ingram

★ Capt. Arleigh A. Burke, USN, Boulder, Colo.: As commanding officer of a destroyer squadron operating against the Japanese in the South Pacific from February to December 1943, he led many offensive operations. He daringly intercepted a group of six hostile destroyers off northern Bougainville and, although outnumbered, attacked with such skill that four, and probably five, were destroyed.

Gold Star in Lieu of Second

LEGION OF MERIT

★ Capt. George C. Dyer, USN, La Porte, Ind.: As chief of staff to Commander Landing Craft and Bases, Northwest African Waters, he rendered valuable assistance in the preparation of more than 300 ships for the amphibious assault on Italy. He was largely responsible for the successful assault of a major task force.

★ Capt. Charles C. Hartman, USN, Lincoln, Neb.: As escort commander of a troop convoy under attack by enemy aircraft off the coast of Algeria 6 November 1943, he maintained effective control of convoy and screening units. Many of the attacking planes were destroyed and damage to the convoys was held to a minimum.

★ Comdr. Morton C. Mumma, Jr., USN, Berryville, Va.: Commanding motor torpedo boat squadrons in the New Britain-New Guinea area from 5 November 1943 to 8 February 1944, he repeatedly engaged hostile aircraft and barge traffic and maintained an intensive blockade by running in close under heavy enemy shore batteries.

LEGION OF MERIT

★ Rear Admiral (then Capt.) Leo H. Thebaud, USN, Washington, D. C.: Commanding the USS *Boise* during the assault on Sicily, he bombarded enemy positions and supported the landings of our troops with devastating effectiveness. His distinctive ability con-

Navy Cross Awards



Aaron S. Merrill
Rear Admiral, USN

Robert P. Briscoe
Capt., USN

Irving D. Wiltsie
Capt., USN



Francis T. Williamson
Comdr., USN

Samuel H. Alexander
Lieut., USNR

John G. Kendall
Lieut., USNR



Phil H. Bucklew
Lt. (jg), USNR

Willis E. Maxson III
Lt. (jg), USN

Bernard Barney
S2c, USNR

Photograph not available of Lieut. Joseph Orleck, USN. Reports on citations of Commander Williamson and Lieutenant Kendall appeared in the May issue of the Information Bulletin.



Official U. S. Navy photograph

ADMIRAL DENFELD DECORATED: Rear Admiral Louis E. Denfeld, USN, Assistant Chief of Naval Personnel, is congratulated by Assistant Secretary of the Navy Artemus L. Gates following presentation last month of the Legion of Merit. Vice Admiral Randall Jacobs, USN, Chief of Naval Personnel, looks on. Admiral Denfeld was honored for his outstanding service (while a captain) as chief of staff of an Atlantic Fleet task force from 7 April to 26 December 1941.

LEGION OF MERIT cont.

tributed greatly to the success of our operations.

★ Brig. Gen. Gerald C. Thomas, USMC, Washington, D. C.: As chief of staff of a Marine amphibious corps, he contributed materially to the success of our operations in the occupation of the Treasury Islands, the landing on Choiseul, and establishment of the beachhead at Empress Augusta Bay.

★ Capt. Marcy M. Dupre Jr., USN, Levelland, Tex.: As chief of staff to the Commander Naval Bases, South Pacific, from 1 January to 15 May 1943, and later as officer-in-charge of the base plans division, he assisted materially in executing the essential program involving these activities. He planned facilities, construction and procurement.

Officer Decorated Three Times for Amphib Service

Three awards for exceptionally meritorious conduct in the amphibious operations in Sicily, the Gulf of Salerno and the Anzio-Nettuno area have been given Lieut. Wesley V. Vines, USNR, of South Portland, Me.

He won the Legion of Merit for outstanding service as commander of small boat flotillas during the assault on Sicily and a Gold Star in lieu of a second Legion of Merit for his cool and skillful control of boat traffic under the most trying conditions during the landings on the Anzio-Nettuno beaches.

Lieutenant Vines also was awarded the Silver Star Medal for gallantry during the Salerno landing when he took his post in an exposed position on the top deck of the *PC-559* and for eight hours, despite continuous fire from enemy shore batteries, directed the assembling and launching of successive waves of assault craft.

★ Capt. James W. Ellis (MC), USN, Cheyenne, Wyo.: By his planning and supervision of vital medical activities during the operations of a Marine amphibious corps in the Solomons from 7 August to 15 December 1943, he contributed materially to the success of our forces in the Treasury Islands, Choiseul and Bougainville.

★ Capt. (then Comdr.) Floyd F. Ferris, USN, Warrenton, Va.: After participating in the initial occupation of Guadalcanal-Tulagi, he made many trips to the forward areas to deliver reinforcements and supplies to Guadalcanal and Rendova. Despite frequent attacks, he skillfully performed his duties as executive officer and assisted his commanding officer in bringing the ship through safely.

★ Capt. (then Comdr.) Clifford A. Fines, USN, Perry, N. Y.: By his marked skill in maintaining prescribed sailings, he contributed greatly to effective employment of assault and subsequent shipping during the invasions of Sicily and Italy as operations officer of the Naval Operating Base, Oran.

★ Capt. Richard R. Hartung, USN, Annapolis, Md.: Commanding a mine squadron and a service squadron with the Atlantic Fleet, he supervised the training and operation of his command with such skill that his ships contributed materially to our success in all phases and theaters of operations in the Atlantic.

★ Capt. Joseph R. Lannom, USN, San Pedro, Calif.: Commanding a naval vessel in the Solomons from January to June 1943, he made numerous trips into the forward area to transport troops and supplies to Guadalcanal. He later took part in the assault on Rendova and completed his hazardous missions without damage to his vessel despite attack by hostile planes.

★ Capt. Robert M. Morris, USN, Harrodsburg, Ky.: Commanding an attack group during the assault on Sicily, he successfully directed the unloading of assault troops and supplies and subsequently rendered vital support for our forces while commanding convoys.

★ Capt. Roger E. Nelson, USN, De Pere, Wis.: Commanding an attack group during the assault on Sicily, he conducted and correlated the movement of ships and craft offshore and supervised the unloading activities on the beach. He effectively met all large needs for support and maintenance.

★ Capt. Aaron P. Storrs III, USN, Owego, N. Y.: As acting chief of staff to the Commander Alaskan Sector from August 1942 to October 1943, he assisted in planning and organizing expeditionary groups and projected shore facilities. Despite extremely adverse weather he directed the task of landing personnel on Attu for the construction of important installations.

★ Capt. Rupert M. Zimmerli, USN, Portland, Me.: As Commander Advanced Bases and Training Group, Tunisia, and commander of the joint loading control for all ships in an amphibious task force, he skillfully coordinated Army and Navy plans for loading, sailing and operations.

★ Comdr. Bert F. Brown, USN, Salt Lake City, Utah: Commanding a destroyer during an attack on a Japanese submarine, he skillfully conned his ship and attacked the submarine, probably destroying it.

★ Comdr. Edward J. Burke, USN, Wilkes-Barre, Pa.: Commanding the USS *Plunkett* during the invasion of Italy, he conducted accurate and timely shore bombardment and effectively screened transport areas against submarine menace. On 13 September, when the British hospital ship *Newfoundland* was bombed and set afire, he fearlessly maneuvered alongside, placed a fire party aboard and removed survivors to safety.

★ Comdr. Joseph P. Canty, USN, Ports-



Official U. S. Navy photograph

BRAZILIAN ADMIRAL CITED: Vice Admiral Alvaro R. de Vasconcellos of the Brazilian Navy has received the Legion of Merit, degree of commander, for his outstanding services to the U. S. as senior naval member of the Joint Brazil-United States Defense Commission.



Official U. S. Navy photograph

TASK FORCE OFFICER HONORED: In the presence of Admiral Ernest J. King, USN, the late Secretary of Navy Knox presents a Gold Star in lieu of a second Legion of Merit to Capt. (then Comdr.) William D. Brown, USN, of Frostproof, Fla., who was chief of staff for a task force which engaged a Japanese task force of superior fire power and sank or damaged nine of the enemy ships.

mouth, N. H.: Commanding a destroyer during the seizure of Attu, he provided invaluable support for our landing craft and, later, for our ground troops advancing against hostile opposition. His ship later furnished fighter director service, enabling our planes to drive off a strong enemy attack.

★ Comdr. Thomas L. Davey (CEC), USN, Prides Crossing, Mass.: As base construction officer in preparation for the capture of Sicily, he directed construction and conversion of training bases in Algeria and Tunisia. He also conducted continuous experiments to perfect transportation and unloading of landing craft.

★ Comdr. William O. Floyd, USN, Trenton, N. J.: Commanding an attack group during the assault on Sicily, he skillfully directed units of his command. He later correlated movements of ships and landing craft offshore as head beach master.

★ Comdr. Robert S. Ford, USN, Quaker Hill, Conn.: Commanding the USS *Rowan* during the Sicilian campaign, he inflicted severe damage on enemy aircraft, skillfully directed shore bombardments in support of Army forces and effected important amphibious landings and safe convoy of Allied ships. He brought his vessel through many engagements unscathed.

★ Comdr. William R. Franklin, USN, Buffalo, N. Y.: He rendered valuable assistance in the planning and execution of operations, providing vital weather information, and participated in numerous hazardous flights while serving on the staff of Commander North Pacific Force from June 1942 to October 1943.

★ Comdr. Philip D. Gallery, USN, Chicago, Ill.: Charged with the organization and administration of the Antiaircraft Training and Test Center, Dam Neck, Va., from December 1941 to January 1944, he worked untiringly and supplemented the training and testing program with development of new material. His successful work was an essential factor in bettering antiaircraft doctrines and defense.

★ Comdr. Robert H. Gibbs, USN, Lime Rock, Conn.: Commanding the USS *Wainwright* during the Sicilian campaign, he fought his ship gallantly in support of troop and amphibious operations and while escorting Allied convoys. Under his direction, equipment impaired by near-miss bombs was restored. He also led his command in amphibious landings behind the enemy lines.

★ Comdr. John A. Glick, USN, Richmond, N. H.: Commanding the USS *Bristol* during the Sicilian campaign, he operated his vessel as a unit in a task force in support of the advance of the invasion forces. He handled his ship with expert seamanship in screening assault convoys, providing antisubmarine protection and bombarding enemy positions.

★ Comdr. William M. Gullett, USN, Lincoln, Ill.: As executive officer and navigator of a U. S. warship during the invasion of Sicily, he skillfully organized and trained the ship's company and insured complete readiness of his ship to function efficiently as flagship of a task force commander. He expertly guided landing craft and assault convoys to proper unloading areas in the assaults on both Sicily and the Italian mainland.

★ Comdr. Frederic S. Habecker, USN, Lititz, Pa.: Commanding the USS *Mayo* during the invasion of Italy, he conducted accurate and timely shore bombardment and effectively screened the transport areas against submarine menace. When the British hospital ship *Newfoundland* was bombed, he maneuvered alongside, placed a fire and rescue party aboard and removed survivors to safety.

★ Comdr. George L. Menocal, USN, Key West, Fla.: Leading a destroyer squadron with extraordinary skill in support of the 7th Army's advance along the north coast of Sicily, he obtained the surrender of the military garrison on the island of Ustica. In addition, he effectively executed various offensive missions and repelled an attack by five enemy E-boats. On several occasions his squadron dispersed enemy air attacks.

★ Comdr. Horace Myers, USN, Boise, Idaho: Commanding a destroyer transport in the Solomons, he landed men and supplies at New Georgia, Guadalcanal and the Russell Islands despite the age of his ship, poorly charted waters and persistent and severe enemy attacks.

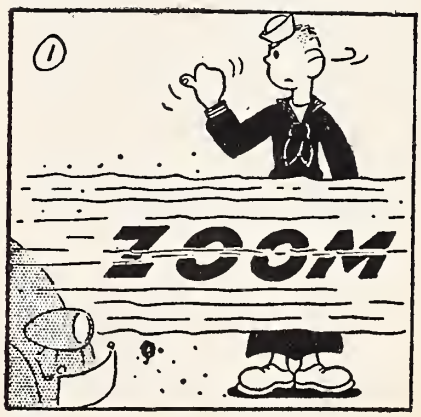
★ Comdr. William J. Ritchter, USN, Coronado, Calif.: Commanding a mine division in the Pacific area, he operated at night without the use of visual or radio signals and conducted the laying of one defensive and three offensive mine fields quickly and accurately. The successful completion of these missions was largely responsible for the inability of Japanese garrisons to receive reinforcements and supplies.

★ Comdr. Lawrence D. Roberts, USNR, New Orleans, La.: Commanding an advanced amphibious training base in North Africa prior to the capture of Sicily, he skillfully organized facilities and speedily effected the repair of a drydock, making possible the drydocking and servicing of 27 escort craft and contributing materially to the success of the invasion.

★ Comdr. Lionel L. Rowe, USN, San Francisco, Calif.: Displaying skill, tenacity and tireless devotion, he repeatedly assisted, as executive officer, in bringing his ship safely through numerous supply and reinforcement voyages after participating in the initial occupation of Guadalcanal-Tulagi. He also assisted in repulsing enemy aircraft which attacked on three occasions.

★ Comdr. William R. Smedberg III, USN, Arlington, Va.: Placing his ship in favorable position during action against an enemy submarine, he laid down an effective pattern of depth charges. A large oil slick appeared and movements of the sub indicated complete lack of control of the hostile vessel.

★ Comdr. Robert H. Wilkinson, USN, New Smyrna Beach, Fla.: Commanding a destroyer transport in the Solomons, he directed the landing of troops and supplies at New Georgia, Vella Lavella, Treasury and Bougainville Islands despite unfamiliar waters, the age of his ship and persistent enemy attacks.



(See page 57.)

LEGION OF MERIT cont.

★ Lt. Comdr. Marston W. Burdick, USNR, La Jolla, Calif.: Commanding a destroyer transport in the Solomons, he landed troops and supplies at New Georgia, Vella Lavella, Treasury and Bougainville Islands despite the age of his ship, poorly charted waters, and persistent and severe enemy attacks.

★ Lt. Comdr. John R. Daix, USNR, Philadelphia, Pa.: As executive officer of a naval vessel, he participated in the initial occupation of Guadalcanal-Tulagi and made many trips to the forward area to deliver supplies and reinforcements. He assisted in bringing his ship safely through numerous engagements with enemy planes and submarines.

★ Lt. Comdr. Louis M. Fabian, USNR, West Los Angeles, Calif.: As senior beach master during the assault on Betio Island, Tarawa Atoll, he displayed outstanding professional and organizational ability. He worked tirelessly under difficult conditions.

★ Lt. Comdr. John B. Freese, USNR, Framingham, Mass.: Commanding an LCT flotilla during the invasion of Sicily, he achieved outstanding success in the training and preparation of his men and brilliantly directed their landings in spite of adverse weather.

★ Lt. Comdr. Alphord Hays, USN, San Diego, Calif.: Surmounting numerous difficulties, he developed a high state of efficiency in units of his command and enabled the LCT flotilla which he commanded to effect successful landings and cargo unloadings during the assault on Sicily.

★ Lt. Comdr. Edward F. Jackson, USN, Annapolis, Md.: As commanding officer of a destroyer in the Solomons area, he contacted a Jap submarine, surfaced and proceeded on a parallel course. Illuminating the craft with starshells and tracers, his ship fired several salvos in rapid succession which capsized the sub and sent her under within three minutes.

★ Lt. Comdr. Robert G. Newbegin III, USNR, Roslyn, N. Y.: Commanding an LCI(L) group during the capture of Sicily, he instructed crews under his command with professional skill and indocrinated them with high morale and determined fighting spirit. During the initial invasion, his brilliant direction as commander of an assault wave enabled his craft to effect assigned landings on schedule despite adverse weather conditions and strong enemy opposition.



Official U. S. Navy photograph

SERVICE COMMANDER CITED: Admiral William F. Halsey Jr., USN, presents the Legion of Merit to Rear Admiral Calvin H. Cobb, USN, for exceptionally meritorious conduct as Commander Service Squadron, South Pacific, from November 1942 to February 1944.

★ Lt. Comdr. Ralph L. Ramey, USN, Stanford, Ky.: Commanding a destroyer transport in the Solomons from July to November 1943, he brought his vessel through hazardous, poorly charted waters and transported troops and supplies during the operations against Vella Lavella, Treasury and Bougainville Islands despite the age of his ship and persistent attacks by all weapons of the enemy. He also carried out other vital missions of escort, reconnaissance and vigorous bombardment of enemy shore installations.

★ Lt. Comdr. Gordon Raymond, USNR, Riverside, Conn.: As commander of an LCT flotilla during the invasion of Sicily, he developed crews of high morale and excellent fighting spirit. His flotilla effected assigned landings despite adverse weather.

★ Lt. Comdr. Otto W. Spahr Jr., USN, Orangeburg, S. C.: Commanding the USS *Rhind* during the Sicilian campaign, he made hazardous sweeps along the coast, escorted Allied convoys and inflicted severe damage on attacking aircraft. He also sank an enemy torpedo boat during a period of concentrated offensive action.

★ Lt. Comdr. John O. Speer, USN, Crafton, Pa. (posthumously): At first lieutenant and damage control officer of the USS *Savannah* during the invasion of Italy, he worked tirelessly to organize and train a prompt and effective crew in case of enemy attack. When a hostile bomb struck, he was killed but his well-trained crew carried on and succeeded in controlling the flames and saving the ship.

★ Lt. Comdr. Edward W. Wilson, USNR, Pittsburgh, Pa.: Commanding an LCI(L) group during the capture of Sicily, he instructed crews under his command and developed a flotilla of high morale and fighting spirit. His brilliant leadership during the invasion enabled his craft to effect assigned landings on schedule despite adverse weather conditions.

★ Lieut. John R. Cain, USNR, Quincy, Mass.: Commanding the USS *PC-559* during the invasion of Italy, he maneuvered his ship through minefields and fire from shore batteries. By superb handling he brought his ship through without damage or casualties to crew and then guided assault waves to the beaches.

★ Lieut John W. Coolidge, USNR, Evanston, Ill.: Commanding a destroyer transport in the Solomons, he transported and landed troops at New Georgia, Vella Lavella, Treasury and Bougainville Islands despite the age of his ship, poorly charted waters and persistent and severe enemy attacks. His expert tactical leadership and sound judgment in escort and reconnaissance duties and in the bombardment of hostile installations contributed materially to the success of vital campaigns.



Official U. S. Navy photograph

SALVAGE CHIEF: Capt. James M. Steele, USN, receives the Legion of Merit from Admiral Chester W. Nimitz, USN, for outstanding service as salvage superintendent following the Pearl Harbor attack.

★ Lt. John T. Salistean, USN, Omaha, Neb.: Commanding the *LST-379* during the attack on Sicily, he directed the expeditious rescue of 34 troops thrown into the sea from an assault craft being lowered over the side. Later he brought under control flames ignited by a direct hit from an attacking plane.

★ Lieut. Marion C. Walley, USNR, Jackson, Miss.: Commanding a U. S. ship during an engagement with a Japanese submarine in the Solomons, he skillfully attacked, relentlessly tracked the hostile craft, and seriously damaged and probably sank it.

★ Lt. (jg) Edmund H. Volkart, USNR, Aberdeen, Md.: As officer-in-charge of the *LCT-277* during the assault on Sicily, he beached his craft and effected immediate repairs when it was struck and damaged by a direct hit from a shore battery. His vessel was able to disembark troops at a critical point of the action.

★ Boatswain Robert L. Self, USN, Falls Church, Va.: Informed that the USS *Maddox* had been torpedoed during the assault on Sicily, he skillfully directed his ship to the scene and, operating over a two-mile-square area, picked up all survivors of the destroyed vessel and transported them to safety.

Gold Star in Lieu of Second



SILVER STAR MEDAL

★ Comdr. Floyd B. T. Myhre, USN, Chevy Chase, Md.: Commanding a U. S. naval vessel in action in the Solomons from 30 June to 13 July 1943, he maintained his position in a screen formation protecting transports and cargo vessels en route to Rendova and for more than seven hours directed fire with such devastating effect that he silenced five hostile shore batteries without casualties or damage to his ship.



SILVER STAR MEDAL

★ Capt. Robert W. Hayler, USN, Muncie, Ind.: Commanding a U. S. naval vessel in an engagement with Japanese forces off Kolombangara on the night of 12-13 July 1943, he led the cruiser line of battle against an opposing force of six vessels and contributed in large measure to the destruction of at least four and the damaging of two others. Later, when attacked by four destroyers, he skillfully evaded three torpedoes and, when his ship was eventually hit, brought it safely into port.

★ Capt. Clarence H. Peterson, USCG, Belmont, Mass.: As commander of a task unit attacked by enemy aircraft in the Southwest Pacific, he displayed outstanding leadership and courage. Minimizing his own damage, he inflicted heavy loss on the Japanese.

★ Capt. Robert H. Rodgers, USN, Staten Island, N. Y.: Commanding the USS *McCawley* during long and arduous campaigns in the Solomons, he battled his way through enemy waters, transported vital supplies and reinforcements, fought off frequent attacks and, finally, kept loss of life to a minimum when the *McCawley* was torpedoed during the occupation of Rendova.

★ Comdr. Emmett L. Calhoun (MC), USNR, Hoquiam, Wash.: Serving in the USS *Northampton* in the Solomons 26-27 October 1942, he insisted on manning his station although weakened by a major emergency operation. He was seriously injured during an attack but next day, when 114 wounded survivors were brought aboard, he worked tirelessly for four days to relieve their suffering.

★ Comdr. Madison Hall Jr., USN, Ruston, La.: Commanding the USS *Jenkins* in the van of a small task force off Kolombangara 12-13 July 1943, he skillfully maneuvered his ship into position and assisted in a determined attack on a force of enemy cruisers which resulted in the destruction of at least four hostile vessels and the damaging of two more.

★ Comdr. DeWitt C. E. Hamberger, USN, Washington, D. C.: Commanding a U. S. naval vessel in the Solomons from 31 October to 2 November 1943, he fought with superior skill during the Buka-Bonis bombardment, the Shortland area shelling and a later engagement in which five Japanese warships were sunk and four damaged.

★ Comdr. Andrew J. Hill, USN, Poplar Bluff, Mo.: Commanding the USS *Nicholas* against a force of Japanese cruisers off Kolombangara the night of 12-13 July 1943, he directed a determined torpedo and gunfire attack, in coordination with our other destroyers, which resulted in the destruction of at least four hostile ships and the damaging of two more.

★ Comdr. Benjamin Katz, USN, Cambridge, Mass.: Commanding a naval vessel in the van of a small task force off Kolombangara Island 12-13 July 1943, he launched an aggressive torpedo and gunfire attack against a superior force of Japanese cruisers and destroyers. At least four hostile ships were destroyed and two damaged, and he brought his ship through the action unscathed.

★ Comdr. Halford A. Knoertzer, USN, Deer Park, Wash.: Under continual threat of Japanese torpedo and aerial attacks, he commanded a U. S. naval vessel which covered transport forces during the assault on Rendova. In subsequent engagements he distinguished himself in the bombardment of Munda Point and in landing reinforcements at Rich Anchorage.

★ Comdr. Dominic L. Mattie, USN, Frederick, Md.: He successfully transported troops and supplies through dangerous waters in the Solomons as commanding officer of a U. S. naval vessel during June and July 1943. He assisted in the support of vital landing operations at Rendova and New Georgia, skillfully fighting off attacks and bringing his ship through unharmed.

★ Comdr. Harry F. Miller, USN, Swissvale, Pa.: Commanding the USS *Jenkins* in the Solomons, June-July 1943, he destroyed at least two enemy planes and assisted in the disruption of several air attacks during the assault on Rendova. Later, he further distinguished himself in the vigorous bombardment of Vangunu Island.

★ Comdr. Horace Myers, USN, Boise, Idaho: In the face of heavy enemy fire during operations against New Georgia, he assisted in transporting troops and supplies to the advance beachhead. He carried out his vital mission at a time and place which permitted no naval support for the ship he commanded, and brought his ship through without loss or damage.

★ Comdr. William K. Romoser, USN, Baltimore, Md.: Commanding the USS *Radford* off Kolombangara Island on the night of 12-13 July 1943, he made an aggressive and determined attack with other U. S. destroyers on a force of Japanese cruisers. At least four hostile ships were destroyed and two others damaged and forced to retire.

★ Comdr. Eugene T. Seaward, USN, Kittery, Me.: Commanding a warship engaged in the assault on Rendova, he protected transports and cargo vessels en route from Guadalcanal. He maneuvered and directed the fire of his ship in silencing two shore batteries and subsequently took his ship safely through the restricted waters of Blanche Channel to cover movements of troops and supplies.

★ Comdr. John D. Sweeney, USN, Belmont, Mass.: Commanding a transport division in the Solomons from August 1942 to July 1943, he transported troops in the initial occupation of Guadalcanal, conducted an operation against enemy positions at Taivu Point, Guadalcanal, and was actively engaged in the assault on Rendova, the Russell Islands occupation and in transporting troops and supplies through Kula Gulf.

★ Lt. Comdr. Robert A. Bonin, USN, Milwaukee, Wis.: As engineering and executive officer aboard the USS *Grayling* during five hazardous war patrols in enemy waters, he exercised sound judgment and superior technical knowledge in contributing materially to the sinking of five hostile vessels totalling 26,007 tons and the damaging of five more totalling 35,665 tons.



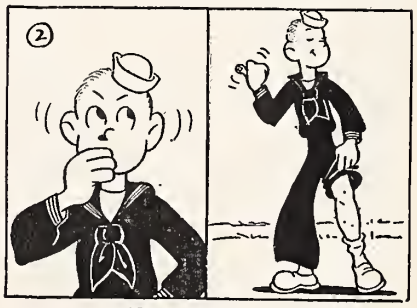
Official U. S. Navy photograph

HIS EXPERIMENTS WORKED: Vice Admiral Charles A. Lockwood, USN, Commander Submarines, Pacific, received the Legion of Merit recently for conducting an experimental program of great importance which has resulted in an increased tonnage of enemy ships sunk and damaged.

★ Lt. Comdr. Alan G. Grant, USNR, Seattle, Wash.: Commanding a destroyer in the Solomons in June and July 1943, he transported troops and supplies through hazardous waters and under frequent attack in support of landing operations at Rendova and New Georgia. His expert seamanship brought his ship through unharmed and contributed to the success of our operations.

★ Lt. Comdr. Cyril B. Hamblett, USNR, New York, N. Y.: As executive officer of the USS *McCawley* in the Solomons from August 1942 to June 1943, he participated in the initial occupation of Guadalcanal-Tulagi and later assisted in transporting supplies and reinforcements to the American garrisons. Later, when his ship was sinking, he supervised removal of personnel with a minimum loss of life.

★ Lt. Comdr. John Kremer Jr., USNR, Essex Falls, N. J.: As officer-in-charge of two PT-boats during the invasion of Italy, he launched a daring attack on an enemy convoy protected



(See page 59.)

SILVER STAR MEDAL cont.

by a superior force. Despite hostile gunfire and illumination, he succeeded in destroying an enemy ammunition ship and withdrew his own boats without damage.

★ Lt. Comdr. Charles J. McWhinnie, USNR, San Francisco, Calif.: Commanding a destroyer in the Solomons 25 June 1943, he directed the operations of his ship through dangerous waters to establish a vital beachhead on New Georgia in advance of the main attack. He brought his ship through persistent enemy attacks unharmed.

★ Lt. Comdr. Charles C. Morgan, USNR, Pittsburgh, Calif.: Commanding a warship, in action in the Solomons on 25 June 1943, he assisted in transporting troops and supplies to the advance beachhead on New Georgia. He brought his ship through intense fire and opposition without loss or damage.

★ Lt. Comdr. Ralph L. Ramey, USN, Coronado, Calif.: Frequently subjected to enemy bombing and shelling during operations against Rendova and New Georgia, he successfully transported troops and supplies through dangerous waters and brought the ship under his command through the actions without loss or damage.

★ Lt. Comdr. William H. Shea Jr., USN, Seattle, Wash.: Commanding a high-speed minelayer in action in the Solomons, June-July 1943, he skillfully drove off enemy attacks and successfully escorted troops and supplies through dangerous waters during operations on Rendova and New Georgia Islands.

★ Lt. Comdr. Ralph A. Wilhelm, USNR, Seattle, Wash.: Commanding the USS *Dent* in the Solomons on 25 June 1943 he directed gunfire and operations of his vessel through dangerous waters and under frequent attack in transporting troops and supplies to establish a vital beachhead on New Georgia in advance of the main attack.

★ Lieut. Manne P. Adams (MC), USNR, Sebring, Fla. (posthumously): Under heavy enemy fire near Koi-Ari, Bougainville, 29 November 1943, he unhesitatingly exposed himself directly to Japanese sniper fire in order to administer blood plasma to a wounded man and was instantly killed performing this task after previously administering to numerous men.

★ Lieut. Richard W. Caldwell, USNR, Bartlesville, Okla.: Commanding an LCI (L) during the invasion of Sicily, he fought his ship with superb skill after it broached, and succeeded in disembarking the Army troops aboard. He relented in his efforts only when his supply of ammunition was exhausted and his vessel riddled with hundreds of shells.

★ Lieut. Edward G. Campbell, USNR, Wynnewood, Pa.: As communications officer and member of the torpedo control party of the USS *Grayling* throughout numerous attacks on hostile shipping in enemy controlled waters, he rendered invaluable service. On one occasion he skillfully obtained ranges to the target which enabled his vessel to sink an enemy ship.

★ Lieut. James B. Chase, USNR, Nashville, Tenn.: Although wounded by a shell which struck the *LST-379* during the assault on Sicily, he skillfully directed the use of the ship's fire-fighting equipment against a roaring gasoline blaze. He continued his efforts despite danger from exploding ammunition until the flames were extinguished.



Official U. S. Navy photograph

AIR COMMANDER CITED: Vice Admiral John H. Towers, USN, wears the Legion of Merit which he received recently for exceptionally meritorious service as Commander Air Force, Pacific Fleet. He is now deputy commander-in-chief of the Pacific Fleet and Pacific Ocean Areas.

★ Lieut. Jack E. Kennedy, USN, Water Valley, Miss.: While his destroyer was serving as air guard ship for a group of destroyers supporting amphibious landings near Finschhafen, he furnished accurate and timely information when the group was subjected to fierce and prolonged attack by more than 60 enemy planes.

★ Lieut. John T. Manry III, USNR, Houston, Tex.: As officer-in-charge of the boat carrying a fire and rescue party, he came alongside the fire-swept *LST-158* despite continuous explosions and effected the rescue of a helplessly wounded Army officer. He removed him from the blazing deck during an enemy air attack and evacuated him to safety.

★ Lieut. John D. Ogilby, USNR, New York, N. Y.: Commanding an LCI(L) during the assault on Sicily, he continued beaching operations and directed disembarkation despite heavy surf and repeated hits scored on his ship by the enemy. He exhibited cool courage and seamanship in landing Army personnel.

★ Lieut. Alexander S. Wadsworth III, USN, Washington, D. C.: As torpedo and gunnery offier of the USS *Grayling* during four hazardous war patrols, he directed fire in six vital actions despite constant danger of enemy attack. He was responsible in large measure for the success of his ship in sinking five enemy vessels and grounding another during actions in which his submarine sank 34,957 tons of enemy shipping and damaged 27,500 tons.

★ Lieut. Edward M. Wurzel (MC), USN, New York, N. Y.: Valiantly risking his life in continuous Japanese fire, he worked tirelessly under the most perilous conditions to attend the dying and wounded during an action on Bougainville, 29 November 1943.

★ Lt. (jg) John L. Fagerland Jr., USNR, Arlington, Mass.: Attached to the *LST-379* during the invasion of Sicily, he and his men succeeded in checking flames which resulted when gasoline tanks and drums were ignited by hostile bullets. He stood in spreading gasoline and directed the control of the flames before they could reach other inflammable materials.

★ Lt. (jg) Russell R. Groves, USNR, Louisville, Ky.: With complete disregard of his own safety during the invasion of Italy, he led his boat waves to designated beaches in the hazardous initial assault, effecting the landings with outstanding skill under extremely difficult conditions.

★ Ens. Theodore R. Chrischilles, USNR, Algona, Iowa: Commanding a support boat during the invasion of Italy, he escorted the first assault waves and exhibited splendid leadership and complete disregard for his own safety in the face of heavy and close enemy artillery fire.

★ Ens. Kenneth E. Howe, USNR, Holliday, Mo. (missing in action): As scout boat officer during the invasion of Italy, he courageously embarked in a small kayak in complete darkness, landed in advance of the assault and maintained an exposed position despite heavy enemy fire while he directed the attacking forces to their proper landing point.

★ Ens. Henry D. McNabb, USNR, Stockton, Calif. (posthumously): Prior to assault operations against Italy, he skillfully organized and trained salvage boat crews and later worked under continuous enemy fire to assist in returning many damaged and stranded craft to active service. He carried out his mission until the boat in which he was embarked was sunk by enemy fire.

★ Ens. Raymond K. Peterson, USNR, Cromwell, Conn.: In charge of an assault boat during the invasion of Italy, he succeeded in escorting 25 amphibious trucks to assigned beaches despite limited navigational facilities. His courageous action enabled proper disposition of reserve forces and contributed to their effectiveness in support of the invasion.

★ Ens. Carmon F. Pirro, USNR, Solvay, N. Y. (missing in action): In charge of a scout boat during the invasion of Italy, he proceeded through gunfire and darkness in advance of the main attack. Finding his position, he directed an assault wave to the designated landing point and enabled the boats to disembark with minimum losses.

★ Ens. John F. Sprague, USNR, Sunnyside, Wash. (missing in action): Piloting a fighter plane against two German submarines in the Atlantic, he boldly strafed the deck and conning tower of one sub despite fierce antiaircraft. In a second run he again



Hoist (NTC, San Diego)

"Madame, let's not be too enthusiastic about these launchings."

swept the submarine. When his crippled and blazing bomber had been forced to land on the sea, he continued his daring attacks on the U-boats.

★ Ens. Albert P. Thomas, USNR, Portsmouth, Va.: As commander of the first wave of boats of a landing team during the assault on Tarawa, he maintained complete control although wounded by two direct hits which killed many of his men. He embarked troops, aided wounded men to positions behind the boat, dispatched them to places of safety, and then swam to the pier and was rescued. Though greatly weakened, his first thought was of aid for three wounded men left on his boat.

★ Matthew J. Carr, CSM, USN, Brooklyn, N. Y.: Throughout the hazardous war patrols of his submarine in Japanese waters, he displayed expert skill during surface attacks when continuous and speedy maneuvering was required. By his exceptional alertness he was first to report a hostile freighter which was subsequently destroyed.

★ Joseph E. Day, CTM, USN, Toppenish, Wash. (missing in action): Serving in a submarine in action against the Japanese, he displayed outstanding leadership as chief of the boat throughout three hazardous war patrols. During night surface engagements he maintained efficient and expeditious handling of ammunition. His devotion to duty was an inspiration to his shipmates.

★ Frank W. Nettleship Jr., CEM, USN, Portland, Oreg.: Throughout the hazardous patrols of his submarine in Japanese waters, he maintained the electrical apparatus in excellent operating condition. On one occasion he effected ingenious and expeditious repairs to special equipment which later resulted in the damaging of one hostile vessel and the beaching of another and, subsequently, the complete destruction of two more.

★ Harry M. Bailey, SC1c, USNR, Los Angeles, Calif. (posthumously): Serving aboard the *LST*-375 during the invasion of Sicily, he voluntarily acted as gun captain on an antiaircraft gun and courageously directed fire against enemy planes, scoring several hits and assisting in repelling the attack although fatally wounded.

★ Ben R. Clark, GM1c, USN, Grand Prairie, Tex. (missing in action): Serving in a submarine during hazardous war patrols in Japanese waters, he manned his gun with outstanding skill throughout five surface engagements with hostile ships. On one occasion he was responsible for sinking a sailing vessel and subsequently assisted in the beaching of a large coastal steamer. He contributed greatly to the wrecking of a 2,000-ton cargo ship.

★ William L. Gorman, PhM2c, USNR, Denver, Colo.: Attached to the Second Marine Raider Battalion during an attack on Bougainville, 8 November 1943, he exposed himself on many occasions to enemy and machine gun fire to make his way to the wounded, administer first aid and remove them to safety.

★ Harold A. Lundstrom, PhM2c, USNR, Portland, Oreg.: During action against numerically superior Japanese forces on Bougainville, 29 November 1943, he exposed himself to continuous fire, during 14 hours of fighting, to aid and remove wounded comrades to a safer area. He undoubtedly saved the lives of many who otherwise would have perished.



Harold A. Lundstrom

★ Lawton Sandlin, BM2c, USNR, Inglewood, Calif. (posthumously); Clarence P. Beacom, Cox, USNR, Cloud, Minn. (posthumously); George R. Anderson, F2c, USNR, Napa, Calif. (posthumously) and Nolan J. Campbell, S1c, USNR, Arcanum, Ohio (posthumously): Charged with indicating the limits of the beachhead in advance of the landing on Mono Island, 27 October 1943, they left the protection of their troops to fulfill their mission when the convoy was sighted entering the harbor. Rushing ahead of the assault troops, they were killed by machine-gun fire.

★ John G. Howard, PhM3c, USN, Middletown, Ohio (posthumously): Attached to the Second Marine Raider Battalion during the assault on Bougainville, 1 November 1943, he left his protected position and unhesitatingly crawled to the side of an injured man and administered first aid until he himself was killed by machine-gun fire.

★ Charles Pfeifle, F1c, USN, Ashley, N. Dak. (missing in action): When two enemy shells struck the landing boat in which he was coxswain during the invasion of Italy, he initiated fire-fighting measures and courageously risked his life to save the ship and her vital cargo of ammunition. He persisted until a third shell struck and he was hurled overboard by the concussion.



Official U. S. Coast Guard photograph

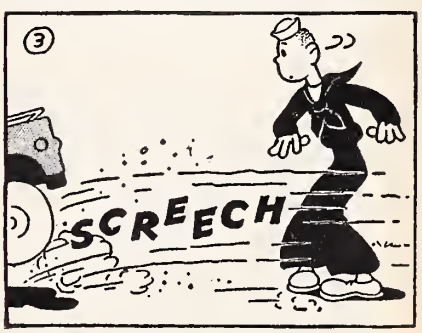
CITED FOR LEADERSHIP: Capt. Clarence H. Peterson, USCG, is presented the Silver Star Medal by Vice Admiral R. R. Waesche, commandant of the Coast Guard, while Rear Admiral P. B. Eaton, USCG, looks on. The citation praised Captain Peterson for his leadership and courage in leading a task unit to an invasion beach under Japanese aircraft attack.

DISTINGUISHED FLYING CROSS

★ Lt. Comdr. Robert F. Farrington, USN, Watertown, N. Y.: Commanding a torpedo squadron in an attack on warships at Rabaul 5 November 1943, he approached low over the crowded harbor to score hits on four heavy Japanese cruisers and two destroyers. Returning, he flew through heavy cross fire and repulsed vigorous attacks by enemy fighters. His tactics aided in preventing the assembled Japanese warships from shelling our landing forces at Bougainville.

★ Lt. Comdr. Edward H. O'Hare, USN, St. Louis, Mo. (missing in action): Commanding a fighting squadron in strafing raids against enemy Japanese forces on Marcus Island, 31 August 1943, he pressed home individual attacks and demonstrated such superb combat efficiency that his squadron was able to destroy all grounded aircraft and seriously damage a high percentage of defensive installations.

★ Lt. Comdr. Richard D. Stephenson, USN, Stockbridge, Mass. (posthumously): Commanding a cruiser aircraft squadron during the invasion of Sicily, he flew seven miles inland fully aware of the presence of enemy planes of superior armor and speed and spotted the long-range fire of the HMS *Abercrombie*. His accurate and efficient performance, until he was shot down,



(See page 61.)

DISTINGUISHED FLYING CROSS cont.

contributed materially to the successful landing of our assault forces.

★ Lieut. Roger J. Crowley Jr., USNR, Manchester, N. H.: Commanding a PBY flying boat in action against an enemy submarine, he struck with bold determination and complete disregard for his own safety. He pressed home a bombing attack in conjunction with a destroyer and contributed materially to the probable destruction of the enemy craft.

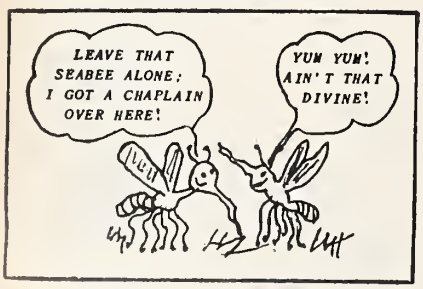
★ Lieut. William J. Geritz, USNR, Berkeley, Calif.: Persistently circling over an area disturbed by air bubbles in the Pacific area, he maintained position until the conning tower of a hostile submarine appeared. He then launched an attack at extremely low altitude, dropping a depth charge which exploded just abaft of the conning tower and left large patches of oil and debris on the water.

★ Lt. (jg) Clifford C. Cox, USN, La Crosse, Wis. (missing in action): Piloting a patrol plane against an enemy submarine, he pressed home a skillful and daring depth-charge attack which probably sank the German ship.

★ Lt. (jg) Robert S. Swan, USNR, Middletown, N. Y., (posthumously) and Lt. (jg) Goree E. Waugh, USNR, Bluefield, W. Va., (posthumously): When their plane was called from a submarine hold-down flight to the scene of a previous attack on an enemy sub, they fought the surfaced vessel and rendered invaluable aid until one of the bombs released by their plane destroyed the hostile ship. However, it exploded with such force that it sent their plane crashing into the sea.

★ Lt. (jg) Arthur L. Teall, USNR, Glen Ridge, N. J. (missing in action): Piloting a dive bomber against Jap warships at Rabaul, 5 November 1943, he pressed home a successful attack against an enemy heavy cruiser despite intense antiaircraft fire. Pulling out of his dive, he was forced to retire under constant cross fire from the Japanese fleet. Later his plane was attacked by enemy aircraft and shot down.

★ Arthur A. Rittel, AP1c, USN, Kingman, Kans. (posthumously): As pilot and bow gunner on antisubmarine patrol over the Bay of Biscay, 1 August 1943, he succeeded in damaging several enemy planes despite overwhelming odds. He pursued the enemy relentlessly until a hostile shell exploded in the bow compartment.



Plane Shooter (AGS, Shelton, Va.)



Official U. S. Navy photograph

COMPLETED EVERY MISSION: The late Secretary of Navy Knox is shown as he presented the Silver Star Medal to Comdr. Francis M. Peters Jr., USN, of Bluefield, W. Va. As commanding officer of a high-speed minelayer, Commander (then Lieutenant Commander) Peters carried troops and supplies into waters frequented by Japanese surface vessels and submarines. Although his ship was repeatedly subjected to aerial and submarine attack, he completed each mission without damage to his ship.



NAVY AND MARINE CORPS MEDAL

★ Capt. Harry W. Need, USN, Drexel Hill, Pa.: After all efforts to save the bombed and sinking transport which he commanded had failed, 13 August 1943, he accomplished the abandonment of the ship with a minimum loss of life and assisted a dazed crew member over the side and through dangerous waters to a rescue boat.

★ Lieut. Harvey W. Criswell Jr., USNR, Atlanta, Ga. (missing in action): Serving in the USS *Grayling* during three hazardous war patrols in enemy waters, he maintained his ship in material efficiency and was responsible for highly effective depth control of his vessel during offensive attacks and later for her successful evasion of the enemy.

★ Lieut. Demerle E. Eckart (MC), USNR, Tescott, Kans.: Covered with fuel oil when the USS *Henley* was struck and sunk by a Japanese torpedo, he labored tirelessly aboard overcrowded life rafts to render first aid to survivors. He provided invaluable assistance to the medical officer of the rescue ship after he himself was picked up after eight hours in the water.

★ Lt. (jg) Marcus A. Roby Jr., USNR, Portland, Oreg.: After ascertaining that all his men were clear of the engine room during the sinking of the USS *Henley* by a Japanese torpedo, he supervised removal of wounded from the fire room and remained aboard to clear additional life rafts until the decks about him were completely awash. After abandoning ship, he returned to the area to rescue a shipmate.

★ Lt. (jg) Charles E. Sturz, USNR, Menlo Park, Calif.: Serving in the USS *Chevalier* when his ship was torpedoed during an action in the Solomons on the night of 6 October 1943, he courageously entered a flooded compartment, although stunned and bleeding, to assist in the rescue of several seriously injured crew members.

★ Lt. (jg) Curtis P. Waggoner (SC), USNR, Denton, Tex.: While swimming toward a life raft after abandoning the torpedoed USS *Henley* on 3 October 1943, he came upon a man who was attempting to rescue two wounded and helpless shipmates. He took charge of one and supported him for 300 yards to a life raft although not himself a strong swimmer.

★ Lt. (jg) James A. Weems, USNR, Dickson, Tenn.: Responsible for the hazardous and important task of bomb disposal operations on Tarawa Atoll from 24 November to 8 December 1943, he hastily trained personnel to replace extensive casualties in the bomb disposal squad and worked tirelessly under extremely trying conditions. He carried out disposal operations without casualty to personnel.

★ Lt. (jg) Charles F. Wortham, USN, Richmond, Va.: As member of a fire and rescue party at Algiers, 4 August 1943, he unhesitatingly assisted in cutting through the side of a blazing ship in a desperate attempt to free men trapped below decks. He persisted in his attempts despite danger of further explosions.

★ Eugene J. Hoffman, CTM, USN, Topeka, Kans. (missing in action): Placed in charged of the after torpedo room of a submarine during patrols in Japanese-controlled waters, he kept torpedoes and tubes in readiness at all times and by skill, courage and untiring efforts contributed materially to the combat efficiency of his vessel.

★ Robert E. Small, CMM, USN, Los Angeles, Calif. (missing in action): During three war patrols of his submarine in Japanese-controlled waters, he maintained the engines and other vital equipment in excellent condition and thus contributed materially to the combat efficiency of his vessel.

★ Jack C. Smith, CRM, USN, Dryden, Tex., (missing in action): He maintained special equipment of his sub-



Seadust (NTC, Gulfport, Miss.)

"Worst case of sabotage I ever saw."

marine in Japanese-controlled waters with untiring skill and throughout the patrols made repairs, assisted in the use of sound gear and furnished valuable information when evasive tactics were necessary.

★ William M. Bone, M1c, USN, San Pedro, Calif.: Attached to a fire and rescue party during operations in Algiers harbor, 4 August 1943, he unhesitatingly approached a blazing vessel despite danger of explosions and courageously assisted in a desperate attempt to cut through the ship's side to rescue men trapped below the decks.

★ James Bullard, AMM1c, USN, Clarkton, N. C.: After freeing himself from a plane which crashed at the Coast Guard Air Station, Elizabeth City, N. C., 17 January 1943, he gallantly risked his life to reenter the flaming wreckage and remove two injured and unconscious occupants.

★ Frederick D. Busch, SF1c, USN, Robinson, Pa.: As a volunteer engaged in diving actvities during Pearl Harbor salvage operations, he made dives totalling more than 100 hours of underwater work despite extremely hazardous conditions within the submerged hulls.

★ Rolland F. Cowle Jr., MM1c, USN, Red Wing, Minn.: During rescue of three survivors of a naval plane crash on the night of 16 January 1944, he went over the side to carry a line to a wounded pilot when it became evident that rapid drifting of his ship made throwing of lines or rings impossible. He swam 500 feet in darkness and succeeded in bringing the man back to safety.

★ Jerry Johnson, MoMM1c, USNR, Delton, Mich.: A member of a fire and rescue party engaged in operations at Salerno Bay, 12 September 1943, he boarded the blazing vessel despite imminent danger from exploding gasoline, land mines and chlorine gas, and assisted in the perilous task of controlling the flames.

★ John H. Marks, MoMM1c, Elmira, N. Y. (missing in action): Serving in the USS *Grayling* during the Midway and seven other war patrols in Japanese waters, he maintained the operating condition of his ship in high efficiency. On one occasion he effected prompt repairs which restored the ship to normal use.

★ Robert L. A. Senecal, MoMM1c, USN, Williamansett, Mass.: Aboard a submarine during long and hazardous war patrols in Japanese-controlled waters, his loyal devotion to duty was in keeping with the highest traditions of the U. S. naval service.

★ John D. Adams, Y2c, USN, Butte, Mont.: Taking charge of a wounded shipmate after the sinking of the USS *Henley*, 3 October 1943, he placed him in a life jacket and helped him over the side. He then found two other men struggling to stay above water. He took them all in tow, until relieved, and then towed one man to a raft 300 yards distant.

★ Ralph W. McIntire Sr., MM2c, USNR, Vandergrift, Pa.: Serving aboard the USS *Turner* during the burning and sinking of that vessel, 3 January 1944, he directed the remaining personnel to most advantageous fire-fighting stations after a series of explosions had killed or injured many crew members. He repeatedly risked his life to enter smoke-filled chambers and evacuate injured men and administer emergency treatments.



Official U. S. Navy photograph

CHAPLAIN DECORATED: Assistant Secretary of the Navy Ralph A. Bard presents the Silver Star Medal to Lieut. Glyn Jones (ChC) USNR, of Poultney, Vt., for his heroism at Cape Torokina, Bougainville, while serving with a Marine division on 1 November 1943. After landing on the beach, Lieutenant Jones, although not required to do so, proceeded to the firing line, searched for wounded in the jungle and assisted in saving the lives of several by directing litter bearers to them. Next day, while conducting burial services for the dead, he was shot at five times by a Jap sniper.

★ Ralph H. Tozier, MoMM2c, USNR, Levant, Me.: A member of a fire-fighting unit which boarded a vessel in Salerno Bay, 12 September 1943, he courageously assisted in bringing the flames under control although under imminent danger from exploding land mines, gasoline and chlorine fumes.

★ Harold G. Wyatt, WT2c, USN, Pangburn, Ark.: When the USS *Henley* was sunk by a Japanese torpedo 3 October 1943, he was blown over the side. He discovered one of the officers in the water, critically injured and without a life belt. With the help of another man he supported the officer for three hours, then placed him in a life jacket and remained with him until all were rescued 15 hours later.

★ Donald H. Butler, Cox, USNR, Bridgeport, Neb., and Allan Dutch, F1c, USNR, Detroit, Mich.: When their vessel suffered a damaging underwater explosion in the Aleutians area, they voluntarily jumped into the cold and oil-covered sea to rescue comrades blown overboard by the explosion.

★ Raymond E. Milner, PhM3c, USNR, Salt Lake City, Utah, and Allen B. Olsen, CM3c, USNR, Mt. Pleasant, Utah: On 14 September 1943 they rescued an Army pilot from a plane which crashed and burst into flames while making a night landing. They released the wounded pilot and carried him to safety amid exploding ammunition from the plane's magazines.

★ James R. Peckham, Cox, USNR, Newport, R. I.: When his ship was sunk after a collision, 6 January 1944, he removed his own lifejacket and placed it on a severely burned comrade, using every possible means to insure the safety and rescue of the helpless man. His prompt and gallant action saved the life of a shipmate.

★ Kenneth H. Walker, WT3c, USN, Newcomerstown, Ohio: Blown over the side by the initial explosion during the sinking of the USS *Henley* 3 October 1943, he supported an injured officer with the help of a shipmate for three hours. After being found by four shipmates he then placed the officer in a lifejacket and remained with him until they were rescued 15 hours later.

★ Clayton A. Wood, CM3c, USNR, White River Junction, Vt.: When a plane crashed 200 yards offshore at Jameston, R. I., 5 December 1943, he swam to the assistance of the dazed and injured pilot despite extreme cold. With the help of a comrade he pulled him onto a rock and then fought desperately to reach another injured man, and dragged him ashore.

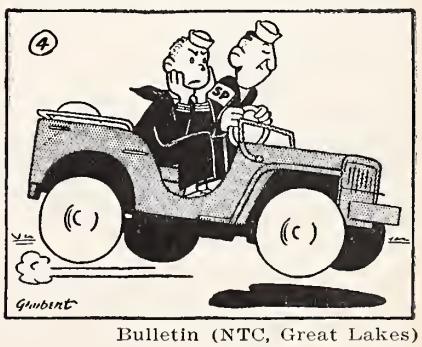
★ Arthur P. Clarke, S1c, USNR, Mobile, Ala.: Attached to the USS *SC-1306* when that vessel collided with another off Cape Lookout, 5 December 1943, he freed himself from wreckage, and despite a minor foot injury, half carried and half pushed an injured comrade through a flooded compartment and eventually got him topside to safety.



Bronze Star Medal

★ Capt. (then Comdr.) Frederick J. Bell, USN, Baltimore, Md.; Comdr. Jacob E. Cooper, USN, Columbus, Ga.; Comdr. Gelzer L. Sims, USN, Orangeburg, S. C., and Comdr. Willard M. Sweetser, USN, Gray, Me.: Commanding destroyers that were convoying troops, supplies and equipment to Guadalcanal, 17 February 1943, they assisted in repelling and frustrating an attack by Japanese torpedo planes and destroyed at least five planes.

★ Comdr. James H. Ward, USN, San Francisco, Calif., and Comdr. (then Lt. Comdr.) Francis T. Williamson, USN, Tiverton, R. I.: Commanding destroyers which engaged Japanese aircraft in the Solomons, 17 February 1943, they assisted in repelling and frustrating an attack on a valuable convoy by torpedo planes. Their ships helped rout the enemy with a loss of at least five planes.



Bulletin (NTC, Great Lakes)

BRONZE STAR MEDAL cont.

★ Reed B. Hogan, CPhM, USN, Hornbeak, Tenn.: He made several trips through enemy fire to remove comrades wounded when an enemy shell struck a landing boat at Empress Augusta Bay, 1 November 1943. He transported the injured men to a place of safety and rendered medical aid.

★ Charles E. Hart, PhM1c, USN, Houston, Tex., Harry E. Reite, PhM1c, USN, San Leandro, Calif.; Wesley S. Proctor, PhM1c, USN, Corpus Christi, Tex.: When a landing boat was hit by an enemy shell which wounded several men during landing operations at Empress Augusta Bay, 1 November 1943, they made several trips through Japanese fire to assist in the removal of injured comrades to a place of safety and to render medical aid.

Gold Star in Lieu of Second



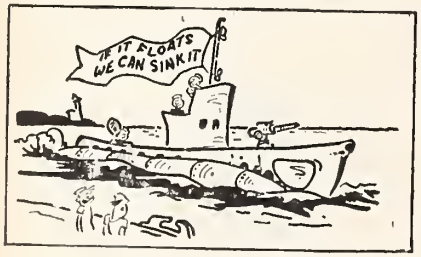
AIR MEDAL

★ Lieut. Robert E. Nadeau, USNR, St. Paul, Minn.: Pilot of a heavy bomber in the South Pacific Area, he flew numerous long-range searches deep into enemy territory in day and night attacks on airfields, troop concentrations and shipping. His missions totalled 1,250 flying hours, many made in the face of enemy plane and antiaircraft opposition.

★ Lt. (jg) Wayne C. Presley, USNR, Los Angeles, Calif. (missing in action): Flight leader of a carrier-based squadron during the occupation of Attu, he daringly took off in a fog so dense that effective air support seemed impossible and led his planes in bombing and strafing attacks which paralyzed local resistance.

★ John D. Downes, ACRM, USNR, Beachurst, N. Y., (posthumously): As radioman and photographer of a torpedo bomber in combat with a German submarine, he steadfastly remained at his vulnerable battle station throughout the second approach and attack and carried out his duties until fatally wounded.

★ John D. Edwards, AMM2c, USN, Tamaqua, Pa. (posthumously): When his plane was called from a submarine hold-down flight to the scene of a previous attack on another submarine, he rendered invaluable assistance to his pilot until a bomb from the plane struck the submarine with such explosive force that the enemy was destroyed but his own damaged aircraft was sent plunging into the sea.



Periscope (USS Sperry)

"Her skipper was formerly an advertising man."



AIR MEDAL

★ Comdr. Frank Bruner, USN, Philadelphia, Pa.: As patrol-plane pilot and commander of Patrol Squadron 61 during the Aleutian campaign, he led his squadron on numerous hazardous missions and operational flights despite adverse weather conditions. He was exceptionally successful in combating enemy submarines.

★ Comdr. Theodore R. Frederick, USN, Rochester, N. Y.: During the initial selection survey of Army and Navy bases in Newfoundland in September 1940, he effected a night landing on Prince Edward Island when attempting to evade a hurricane. He took off before daylight despite fog and violent winds and reached his destination.

★ Comdr. Nathan S. Haines, USN, Decatur, Ill.: Leading a squadron of bombing planes during the Aleutians campaign, he developed and proved the efficiency of a technique of bombing in low or non-existent visibility. He repeatedly led his squadron in the face of heavy antiaircraft fire.

★ Lt. Comdr. Ralph R. Humes, USN, Tarentum, Pa.: Pilot for the fleet air wing commander during the western Aleutians campaign, he flew long distances at great personal risk in the face of adverse weather and heavy opposition. As wing gunnery officer, he demonstrated that all-night bombing of enemy positions on Kiska was possible despite hazardous weather.

★ Lieut. Douglas Henderson, USNR, Fresno, Calif., (posthumously): Pilot ing a fighter plane during the seizure of Attu, he flew dangerously low over mountainous terrain to insure the effectiveness of his attacks in support of our hard-pressed ground forces. He took part in numerous strafing and bombing missions.

★ Lieut. Samuel C. Peterson, USNR, Kelso, Wash.: As navigator and gunner during the Aleutians campaign, he braved severe weather to assist in bombing and strafing attacks. He carried out one attack mission although his plane was pierced and damaged by antiaircraft fire.

★ Lieut. Thomas R. Wheaton, USNR, Independence, Mo.: As navigator and gunner of a patrol plane in the Aleutians, he braved severe weather and low ceilings to attack Japanese ships in Kiska harbor and pressed home devastating attacks despite withering counter fire which damaged his plane.

★ Lt. (jg) Tom G. Atwell, USNR, St. Louis, Mo., (missing in action): Piloting his fighter plane in a raid against Rabaul, 5 November 1943, he followed his division leader into a hail of fire and engaged a superior force of the enemy. He pressed home a destructive attack on enemy shipping and installations before his plane was shot down by antiaircraft fire.

★ Lt. (jg) Charles M. Bransfield, USNR, Chicago, Ill., (missing in action): Flying as second leader in action against the Japanese in the Gilberts, 18 September 1943, he carried out four bombing attacks despite fierce opposition. When his plane was hit on the last run, he skillfully glided four miles south of the hostile area, executed a difficult cross-water landing and freed his radioman and gunner before the plane sank.

★ Lt. (jg) Glen W. Kitchen, USNR, Salt Lake City, Utah (missing in action): On 2 November 1943 he skillfully attacked and destroyed a Japanese dive bomber which threatened our ships at Empress Augusta Bay. He carried out many hazardous missions despite fierce enemy opposition.

★ Lt. (jg) Paul H. Prandini, USNR, Monterey Park, Calif., (missing in action): Piloting a dive bomber against Tarawa, 18 September 1943, he pressed home vigorous attacks, although struck by shellburst, and inflicted considerable damage on Japanese installations.

★ Lt. (jg) Francis R. Register, USNR, Bismarck, N. D., (missing in action): Piloting a carrier-based fighter plane during the occupation of Attu, he pressed home persistent bombing and strafing attacks, diving within dangerously close range of his targets.

★ Lt. (jg) John M. Robinson Jr., USNR, Charlotte, N. C., (missing in action): As a pilot in a fighting squadron during a raid on Tarawa, 18 September 1943, he swept down in persistent strafing runs to blast hostile emplacements despite terrific counter fire. He enabled our bombers to arrive at the objective and attack without loss.

★ Lt. (jg) Cleon S. Stitzel, USNR, Parkers Prairie, Minn.: Navigator and gunner of a patrol plane in action against the Japanese during the Aleutian Islands campaign, he skillfully assisted in dive-bombing and strafing attacks despite fog and withering antiaircraft fire which pierced his own ship.

★ Lt. (jg) Arthur N. Turner, USNR, Norwalk, Conn.: Participating in a daring strike against Japanese shipping in Kahili harbor, 17 July 1943, he skillfully coordinated his tactics with bomber and fighter units in the sinking of seven hostile ships, the damaging of another and the destruction of 49 enemy aircraft. He also took part in a raid on Bougainville Straits in which a large seaplane tender was destroyed.

★ Ens. Ernest D. Jackson, USNR, Oakland, Calif. (missing in action): As fighter pilot during the occupation of Attu, he dived to perilously low altitudes to aid our hard-pressed ground troops and pressed home strong attacks against enemy positions.

★ Ens. Donald R. Besmehn, USNR, New Ulm, Minn.; (posthumously); Ens. William G. Maierhofer, USNR, Ottawa, Ill., (posthumously); Edward L. Chapman, CRM, USN, Long Beach, Calif., (posthumously); Anthony J. Petaccio, ARM1c, USN, Norristown, Pa., (posthumously); Daniel J. Ford, AMM2c, USNR, Hartford, Conn., (posthumously); Sterling F. Seymour, AMM2c, USN, Minneapolis, Minn., (posthumously); Walter G. Seidel, ARM3c, USNR, Philadelphia, Pa., (posthumously); George J. Zuckiewicz, AOM3c, USNR, Muskegon, Mich., (posthumously) and Donald W. MacLatchie, S2c, USNR, Reading, Pa., (posthumously): When their plane was called from a hold-down flight to

the scene of a previous attack on another submarine, they steadfastly collaborated in the eventual destruction of the submarine by a bomb which exploded on the deck of the vessel with such force that their own damaged aircraft was sent plunging into the sea.

★ Ens. Oren C. Morgan, USNR, Oklahoma City, Okla., (missing in action): A fighter plane pilot during the 31 August 1943 attack on Marcus Island, he pressed home bold strafing runs with courageous disregard of his own safety and either diverted or destroyed antiaircraft resistance.

★ Ens. David E. Satterfield III, USNR, Richmond, Va.: Participating in a raid on Wake Island, 5-6 October 1943, he navigated his damaged plane back to the carrier and landed safely on board although severely wounded by a large-caliber machine-gun bullet and suffering extreme pain and from loss of blood.

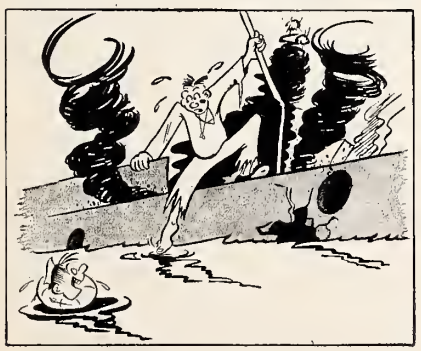
★ Ens. Floyd A. Towns, USNR, Grand Junction, Colo., (posthumously): As fighter plane pilot during the 31 August 1943 raid on Marcus Island, he completed one highly successful mission. Upon return to his carrier, he volunteered for a second combat mission to provide protection for our bombers. From this he never returned.

★ Paul T. Barnett, PhoM1c, USNR, Corpus Christi, Tex., (posthumously): As combat photographer in the air group commander's plane during attacks against Rabaul on 5 November 1943, he skillfully operated his camera despite fatal wounds as his plane dived into a hail of fire, and obtained photographs which proved invaluable to our forces.

★ Kenneth O. Kalberg, AMM1c, USN, Cokato, Minn., (missing in action): Member of the crew of a torpedo bomber during a night raid on Marcus Island, he rendered invaluable assistance to the pilot who was leading his division to the attack. He contributed to the infliction of severe damage on the enemy.

★ John D. Edwards, AMM2c, USN, Tamaqua, Pa. (posthumously): Member of the crew of a Navy patrol plane which made a daring and determined run on an enemy submarine, he performed his duties as gunner with initiative and skill and materially assisted his pilot in destroying the hostile craft and in bringing their damaged plane safely back to base.

★ Alfred O. Jungmeyer, ARM3c, USNR, Lohman, Mo., (missing in action): During the first carrier assault on Tarawa, his plane dived into an intense hail of antiaircraft fire. He rendered invaluable aid to his pilot during the subsequent bombing and strafing. In the course of the action his plane was hit, failed to pull out of the dive and crashed into the sea.



The Chaser (SCTC, Miami, Fla.)
"It isn't so bad once you get in!"

Submarine, MC Division Awarded Unit Citations

The submarine *Trigger* has won the Presidential Unit Citation for daring and hazardous tactics during her fifth, sixth and seventh war patrols. By pursuing her targets with dogged determination and striking with consistent aggressiveness, the *Trigger* inflicted severe damage on enemy shipping.

The Second Marine Division (Reinforced) has been awarded the Presidential Unit Citation for its gallant assault and victory over the Japanese defenders of Tarawa.

Forced by treacherous coral reefs to disembark from their landing craft hundreds of yards off the beach, the marines became a highly vulnerable target for a devasting Japanese fire. Advancing in spite of rapidly mounting losses, the marines cleared the limited beachheads of snipers and machine guns, reduced powerfully fortified enemy positions and completely annihilated the strongly entrenched defenders.

Maj. Gen. Julian C. Smith, USMC, who commanded the division at Tarawa, has been transferred to another assignment. The Second Division now is commanded by Maj. Gen. Thomas E. Watson, USMC, who led the 22nd Marine Regiment in its conquest of Eniwetok Atoll.

The Month's Alnavs in Brief

No. 80 — Limiting per diem to 60 days at any one temporary duty station on any one set of orders, or any one trip on repeated travel orders, except where orders issued or approved by BuPers specify otherwise.

No. 81 — Correcting reference to CNO serial 856016, 31 March 1944.

No. 82 — Calling for rendering of certain accounts monthly, effective with month of July 1944.

No. 83—Calling for applications for seven-month postgraduate course in naval architecture from Naval Reserve officers not over 26 years old who are engineering college graduates or have degree in applied physics. Next class convenes 2 Nov. 1944; applications should be submitted through official channels to reach BuPers before 1 Sept. 1944.

No. 84 — Announcing to the naval service the death of Secretary of the Navy Frank Knox, with a brief biography.

No. 85 — Announcing funeral services for the late Secretary.

No. 86 — Announcing appointment to next higher rank, to rank from 1 May 1944, of ensigns and lieutenants (junior grade) on the active list of the regular Navy, Naval Reserve and Women's Reserve (but not Navy Nurse Corps), line and staff in corps, with continuous active duty in their respective ranks since 1 April 1943.

No. 87 — Directing that requests for heavier-than-air flight training from members of the Naval Academy class of 1944 be forwarded as soon as practicable.

No. 88 — Calling for submission semi-annually, 31 March and 30 September, of fitness reports on Marine Corps officers including retired and reserve officers on active duty, except those serving in first two years of active commissioned service. Requests reporting seniors who consider a temporary or reserve officer suitable material for eventual appointment to the regular Marine Corps to include a statement to that effect.

No. 89—Calling for applications to BuPers via COs from officers of line and staff corps, including medical corps, desiring appointment to School of Military Government for training with eventual assignment to foreign duty as civil affairs officers in occupied areas.

No. 90—Appointing certain lieutenant commanders of the line on the active list of the regular Navy and Naval Reserve to the rank of commander for temporary service.

No. 91 — Requesting submission, to reach BuPers not later than 10 June 1944, of estimates of all unobligated funds under appropriation 1740433, Welfare and Recreation Navy 1944, that will revert to BuPers on 15 June 1944 in accordance with Art. E-7404, BuPers Manual.

No. 92 — Announcing beginning of distribution of revised deck log book (rough log) Form NavPers 130, and smooth log forms NavPers 134, 135, 136 and 137, by BuPers on 5 May 1944.

No. 93 — Modifying Paragraph 16(B), Marine Corps letter of instruction No. 613, to provide that hereafter disbursing officers be furnished one copy of form Nav MC 535, in addition to the form now required.

No. 94—Points out that Army regulations on travel via ATC planes in U. S. require that leave papers specifically state that officers or men are on leave from duty overseas and, upon expiration of such leave, will return overseas. This also applies to personnel on leave from vessels operating overseas.

LETTERS
TO THE EDITOR

(Continued from Page 36)

on date of normal expiration, his enlistment is extended for the duration and six months. In such a case he may execute a voluntary extension or be discharged and reenlisted at any time thereafter and be entitled to re-enlistment and travel allowances provided under current instructions. See Art. 2143, BuS&A Manual, and BuPers Circ. Ltr. No. 91-42 (N.D.B., cum. ed., 42-173).—ED.

CHIEF WARRANT STATUS

TO THE EDITOR:

Is a chief warrant officer actually a commissioned officer? If so, how long has this been the case—just since the war, or for some time before?—D.J.B., Sp(T)2c.

• *A chief warrant officer holds his appointment by virtue of a commission and therefore is a commissioned officer. Under Navy Regulations, Art. 158, commissioned warrant officers rank "with but after ensigns." Commissioned warrant rank always has existed in the U. S. Navy.*—ED.

'SA' PROMOTIONS

TO THE EDITOR:

Can a special-assignment man obtain a commission in the staff corps of the Navy, such as Supply Corps, for which he is experienced, if he is a graduate of a university, has several years of valuable experience in his field, and as a civilian had previously applied for and been rejected for a commission because of the same physical handicap for which he has been placed in SA? If not, what advancement can an SA man hope for?—R.J.F., SK3c.

• *Although certain inorganic defects may be waived in the cases of applicants for a commission, BuPers does not waive physical or other defects when fully qualified applicants are available. The granting of a waiver depends not upon whether the applicant is a civilian or already in the naval service, but on the needs of the service in relation to the supply of candidates at a particular time.*

As to your second question, SA men are eligible for advancement in the same manner as general-service personnel.—ED.

V-12 TO SEABEES

TO THE EDITOR:

I am in V-12 earning a mechanical-engineering degree. Is it possible after I have completed my training to become a Seabee? If so, what will be the procedure?—C.W.I., AS, USNR.

• *Just prior to completion of training at the Navy V-12 unit, you may apply via your commanding officer to BuPers for further training leading to a commission as ensign CEC-V(S) and assignment to duty with the Seabees. Your application then will be submitted to the Bureau of Yards and Docks, which may approve you for such training but need not necessarily, after that training, assign you to the Seabees. Your assignment conceivably could be in public works. Quotas for mechanical engineers in the Seabees are always limited.*—ED.

GOLD CHEVRONS ABOLISHED

TO THE EDITOR:

I served almost 28 months in World War I, including 13 months with the U. S. Navy in European waters. (1) Am I allowed to wear the gold chevron for that service? (2) What ribbons do I rate other than the Victory Medal?—R.A.F., CPhM.

• *(1) No. The chevron was abolished by the Navy shortly after World War I. The Army, however, authorizes one chevron for each six months overseas during the last war. Chevrons should not be confused with service stripes; the Navy allows the wearing of one stripe, or hash mark, for a "duration of war" enlistment in World War I. (See also letter directly below.) (2) None.*—ED.

DOW HASH MARKS

TO THE EDITOR:

Is BuNav Circ. Ltr. 109-19 of 4 August 1919 still in effect? This letter permitted reservists of World War I who reenlisted in the regular Navy after the war to wear a service stripe for their reserve enlistment, whether it was for four years or otherwise. Another shipmate and I did two years to the day in the reserves on active duty during this war and then switched over voluntarily to the regular Navy with BuPers' permission. We would like to know if we are permitted to wear a service stripe for our two years in the reserves—our enlistment was not up when we switched over since we were DOWs.—J.P.W., Y1c, USN.

• *BuNav Circ. Ltr. 109-19, authorizing the wearing of one service stripe for "duration of war" enlistments, applied only to those who served in World War I and were discharged for expiration of enlistment after less than four years service. Service in this war, for purposes of service stripes, is based on the regular standards, one stripe for each four years of active service as set forth in Art. 8-8, Uniform Regs. The answer to your second question, therefore, is No.*—ED.

GUILTY AS CHARGED!

TO THE EDITOR:

Speaking of courts-martial (INFORMATION BULLETIN, April 1944, page 8), we came across a rather interesting case recently. A man absented himself from his station and duty without leave. His absence was not discovered until 2200, the same day. He surrendered himself to naval authorities at 2030 the same day, an hour and a half before his absence was discovered. The man returned to his station as directed by orders issued him by the naval authorities and reported in at 1600 the following day.

No definite information can be obtained as to the exact time he absented himself from his station. The question is, can he be declared AWOL? If so, how would you determine when he actually left the station, since a specification to a summary court-martial would have to show the approximate time of departure? Since the man returned to naval custody before he was actually discovered to be absent, does this offer any basis for not declaring him AWOL?

The opinion here is that you can't declare a man to be absent any sooner than he is found to be missing from his station. Since there is no way of determining the approximate time of departure, plus the fact that his absence was not discovered until after he had surrendered himself, the issue is in doubt. We say he can't be charged with being AWOL, but might be charged with "conduct to the prejudice of good order and discipline." What would be the ruling on this case?—R.G.S., CY(AA), USN, and J.D.B., Y2c, USNR.

• *A man commits an offense when he absents himself from his station and duty without authority, and the time element aggravates the offense. Your man definitely could be declared AWOL, by the fact that he turned himself in to naval authorities elsewhere. An investigation in all likelihood would reveal the approximate time of the man's departure and it could be so stated in the specification. A specification could be worded to allege the man did "on or about" a certain date "absent himself from his station and duty without leave from proper authority for an indeterminate period of time."*

The fact that he placed himself in naval custody before his absence was discovered is merely evidence of a desire to terminate his absence without leave.—ED.

CCS REQUIREMENTS

TO THE EDITOR:

May I advance to chief commissary steward (1) without sea duty and (2) without attending the commissary steward's school if I am otherwise qualified? I have 20 months' active service. 10 as SC1c.—O.J.O., SC1c.

• *(1) No. See story and reference on latest sea-service requirements, including advancement to CCS, on page 69. (2) Yes, provided you are recommended by your commanding officer and have at least 18 months service as SC1c or Bkr1c and have demonstrated ability in the duties of a commissary steward in handling a general mess (BuPers Circ. Ltr. 110-43, N.D.B., cum. ed., 43-1185, Enclosure C, III-4[f]), assuming, of course, that meanwhile you meet the sea-duty requirements.*—ED.



SEABEE PLAQUE

TO THE EDITOR:

Enclosed is a photograph of the winning entry in a plaque-design contest held recently by the 12th U. S. Naval Construction Battalion. The theme is "Skilled Workers in All Things." The design is the work of Frederick A. Burke, CM2c. Under the supervision of Ralph A. Burdick, CCM, Burke modeled the plaque in clay. Forty casts, the number restricted by the supply of materials available, were produced by Burdick, and each was colored by Burke in transparent oils.—E.C.L., Comdr. (CEC), USNR.

SEA AND FOREIGN DUTY

TO THE EDITOR:

I understand that commissioned officers, including chief warrants and nurses, draw 10% more base pay for sea duty, and warrant officers and enlisted men 20% more. Is service at advanced bases or other shore establishments beyond the continental U. S. construed as sea duty?—G.S., S2c.

• *No. For pay purposes, its correct designation is foreign service duty, but it carries the same base pay increase as sea duty. The rates of increase as you have stated them are correct.*—ED.

PROCEDURE FOR TRANSFER

TO THE EDITOR:

I am a CPO with 12 months foreign service. How may I apply for change of duty to instructor in a hospital corps school?—J.W.F., CPhM(AA), USNR.

• *You should write a letter to BuPers via your commanding officer requesting such change and stating your reasons therefor.*—ED.

COMPASS MECHANIC RATING

TO THE EDITOR:

Is there any specialist rating for men who calibrate compasses on patrol bombers?—W.W.W.

• *No. Calibrating compasses is one of the duties of an AMMI (aviation instrument mechanic). Qualifications for this rating may be found in Enclosure (C), BuPers Circ. Ltr. No. 280-43 (N.D.B., cum. ed., 43-1759).*—ED.

RIBBON REQUIREMENTS

TO THE EDITOR:

I was based ashore in the States with an aircraft squadron of the Atlantic Fleet prior to the war. In December last year I was on permanent duty with an aircraft squadron overseas for 17 days. (1) Do I rate the bronze star on my American Defense Ribbon? (2) Do I rate the American Theater Ribbon? (3) Are 17 days overseas sufficient to warrant mustering-out pay based on foreign service?—C.P.H., Y2c.

• *(1) No. No stars have been authorized on the American Defense Ribbon for service since 7 December, 1941. (2) Requirements for the American Theater Ribbon are: (a) 30 consecutive days on temporary*

additional duty or (b) 30 days accumulated permanent duty in the American Theater, outside continental U. S.,, except (c) if you encounter combat, in which case you immediately become eligible. The answer in your case is no, unless you encountered combat. (3) Yes. See article on mustering-out pay law, page 70, March 1944 INFORMATION BULLETIN.—ED.

RIGHT-SIDE RIBBON

TO THE EDITOR:

I recently saw a picture in a newspaper showing an Army sergeant wearing a campaign ribbon on the right side of his chest. How come? Also, is there any campaign bar to be worn on the right side of the chest by Navy men?—W.E.B., Y1c.

• *The ribbon probably was the Army Distinguished Unit Badge, which is worn on the right side. The only Navy ribbon authorized to be worn on the right side is the Presidential Unit Citation and that only when medals are worn on the uniform.*—ED.

HOW AIGUILETTES STARTED

TO THE EDITOR:

In "How Did It Start," January 1944 INFORMATION BULLETIN, page 48, aiguilettes were said to have originated in olden days when the aide-de-camp of a knight carried on his shoulder ropes and pegs for tethering the knight's horses. I believe aiguilettes were used originally to carry pencils for writing down the flag officer's despatches and orders.—D.H.R., Comdr., USNR.

• *Thanks. Any other versions?*—ED.

SPECIALIST (A) PROMOTIONS

TO THE EDITOR:

The specialists (A) in the training department here have been company commanders in recruit training for between six and nine months. There have been no advancements in rating as yet, and no information is obtainable on qualifications in rating for advancement. What is the word on this—H.J.K., Sp(A)1c.

• *Advancements are made only to fill vacancies in complements. Qualifications are printed in BuPers Circ. Ltr. No. 49-43 (N.D.B., cum. ed., 43-833). Advancement in rating is a function of commanding officers. General instructions are issued by BuPers.*—ED.

NUMERALS UNAUTHORIZED

TO THE EDITOR:

Your "Regulations on Area Service Ribbon Stars" in the March 1944 issue states: "Wearing of numerals on area service ribbons is not authorized." Wasn't there an Alnav in April or May 1943 authorizing numerals for the American Area Ribbon for certain types of duty, antisubmarine, escort, etc.?—E.T.A., CSK, USN.

• *Yes, Alnav No. 74, 19 April 1943, but it was canceled by General Order 207, cited in the March article to which you refer.*—ED.

TWO SILVER STAR AWARDS

TO THE EDITOR:

In World War I, I served in the Naval Reserve as a lieutenant (junior grade) in command of a sub-chaser in European waters. On my return to the States, I received from the Navy Department a citation and a small silver star with instructions to wear it on the Victory Ribbon. I am enclosing an article from *Cosmopolitan Magazine* written by Mr. Donald E. Keyhoe, and wonder if this applies in my case. [*The article referred to said the Silver Star was established on 8 August 1932 "as an award to persons previously cited in the Spanish-American War, the Philippine campaign and the World War. As such it superseded the wearing of a silver star on the campaign ribbon for the war concerned."*] I am now employed at the Naval Supply Depot, Norfolk, Va., as a quarterman laborer. Would this entitle me to wear the rosette for the Silver Star in civilian life?—W.P.D.

• *No. The small silver star on your victory ribbon represents the citation awarded you by the Navy Board of Awards for World War I and should not be confused with the Silver Star Medal. Award of the Silver Star, established by act of Congress 7 August 1942 (correct date), is retroactive for naval service only to 6 December 1941, and is presented to men distinguishing themselves with conspicuous gallantry and intrepidity in action, but not to an extent considered sufficient to justify award of the Medal of Honor or the Navy Cross.*—ED.

FLEET RESERVE SERVICE

TO THE EDITOR:

Please clarify the longevity pay in my case: I enlisted in 1921 and have been on active duty since then except for 25 months in the Fleet Reserve. Am I entitled to 30 or 35% longevity pay?—W.E.B., Lt. (jg), USN.

• *All service in the regular Navy and active and inactive service in the Naval Reserve, including the Fleet Reserve, counts for longevity pay. It appears you have more than 21 and less than 24 years of service to your credit and therefore are entitled to 35% increase in base pay for longevity—5% for each three-year period.*—ED.

CPO CLOTHING ALLOWANCE

TO THE EDITOR:

In your January issue, page 68, fourth paragraph, the story on CPO clothing allowance says, "Chief petty officers of the Navy, upon first enlistment or upon reenlistment subsequent to the expiration of three months from date of last discharge, and chief petty officers of the Naval Reserve upon first reporting for active duty or upon recall to active duty subsequent to the expiration of three months from date of last release therefrom, are entitled to cash clothing allowance of $300 providing such enlistment or reporting for active duty was on or after 1 June 1942."

I am in the regular Navy. In October 1939 I reenlisted, then on 1 December 1942 was advanced to chief and drew my clothing allowance. In October 1943 I was discharged and reenlisted the same day. I interpret the regulations to mean that three months after a CPO reenlists, he is entitled to the $300 clothing allowance. What is the answer?—A.J.L., CRM, USN.

• *Because you reenlisted within less than three months after expiration of your previous enlistment, you are not entitled to a new clothing allowance. The regulations are as you quoted them—not as you interpret them.*—ED.

SURVIVOR'S LEAVE

TO THE EDITOR:

I am a survivor of a ship that was sunk this year. Other survivors of our crew, who were returned to sea duty, were given a 30-day survivor's leave. However, I lost an eye and was surveyed for limited duty ashore. Am I eligible for survivor's leave? No one at this station can find any reference to it.—B.E.F., MM3c.

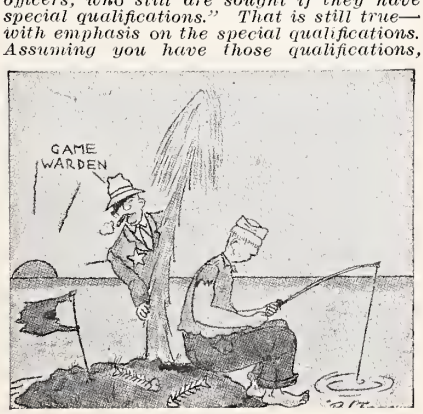
• *No longer in a survivor's status, you are not entitled to survivor's leave as such. It is suggested you consult your commanding officer.*—ED.

SEABEE OFFICERS

TO THE EDITOR:

After reading your article on Seabees in the February issue, which stated that officers still were sought, I requested transfer to them but was transferred to a duty further from the construction field than my previous billet. My qualifications, I feel, justify my assignment to the Seabees, as I spent nearly 15 years in the contracting and construction industry. — E.J.W., Lt. (jg), USNR.

• *The article said: "Recruiting to their ranks (Seabees) is now closed, except for officers, who still are sought if they have special qualifications." That is still true—with emphasis on the special qualifications. Assuming you have those qualifications, you apparently also were fitted for other duty—for which, at the time of your transfer, the need for qualified personnel was more urgent.*—ED.



Loblolly (Naval Hospital, NOB, Norfolk)

SHARPSHOOTER PATCH

TO THE EDITOR:

Please tell me where the rifle sharpshooter sleeve patch is worn.—A.G.G., F2c.

• *The patch should be worn on the right sleeve about halfway between the wrist and elbow.*—ED.

CHIEF WARRANT PAY

TO THE EDITOR:

In your January 1944 issue, you illustrated the corresponding grades in all branches of the service. In all these grades, the pay also is equal, with the exception of chief or senior warrant. The senior warrant in the Army is paid for all longevity in any branch of the service and also is paid 20% for sea and foreign duty, while the chief warrant in the Navy gets only the longevity within that grade and 10% for sea and foreign service. With the grades in both services being equal, what is the reason for this difference in pay?—F.J.E., Ch. Elec., USNR.

• *A senior warrant officer of the Army is neither an enlisted man nor a commissioned officer but is designated a warrant officer. A chief warrant officer of the Navy is a commissioned officer. The Pay Act of 21 August 1941 allows senior warrant officers of the Army to count warrant and enlisted service for all purposes. Chief warrant officers of the Navy are governed by Section 8, Pay Readjustment Act of 1942, for pay, and under the provisions of this section may count only their commissioned service for longevity and pay periods, or continue to draw the same pay and allowances as warrant officers if those allowances are higher. If appointed from warrant officer to chief warrant officer, they draw the pay of a warrant officer if higher, plus the allowances of a chief warrant officer.*—ED.

PAY DAY

TO THE EDITOR:

(1) Is there any regulation governing the length of time between pay days? (2) Is it a requirement or a custom to have a stragglers' pay line for those unavoidably tardy?—R.I.P., AS, V-12.

• *(1) No. Article 1782, Navy Regs., reads: "The supply officer, or the commissioned officer designated as the assistant for disbursing, if there be one, shall issue money to enlisted men and marines only in such sums and at such times as shall be directed in writing by the commanding officer." Customarily, with some exceptions, pay day is twice a month, about the 5th and the 20th.*

(2) Stragglers' pay day is a Navy custom.—ED.

PURPLE HEART

TO THE EDITOR:

Would a man wounded in action in World War I rate the Purple Heart? If so, where should he write for authority to wear it? I was with the 5th Regiment, U. S. Marines, and was wounded at Belleau Wood, 25 June 1918.—J.F.J., MM2c.

• *Yes. You should write via your commanding officer to the Commandant, U. S. Marine Corps, Washington 25, D. C., giving full details.*—ED.

OFF-DUTY EDUCATION

TO THE EDITOR:

I have been in the Medical Corps of the Navy for two years. I am taking a course in navigation. In this connection, will you please answer the following questions:

1. What are my chances of getting a commission after completing this course?
2. How can I change my rate?
3. If I cannot get a commission, what will the course give me in enlisted status?

—W.B., PhM2c.

• *(1) The course you are taking is off-duty education, which is encouraged by the Navy. However, the course has no relationship to your present duties, nor to qualifying for a commission.*

(2) Your branch may be changed only by BuPers authority. However, it is highly improbable that a pharmacist's mate would be transferred to another branch.

(3) Completion of the navigation course has no bearing on advancement in your present branch inasmuch as it has nothing to do with duties required of a pharmacist's mate.—ED.

Legislative Matters of Naval Interest

By a vote of 387 to 0, the House of Representatives passed the "G.I. Bill of Rights" and sent it to conference for settlement of differences between its and the Senate's version.

The bill would provide:

Unemployment compensation: The House version would authorize $20 a week up to 26 weeks for veterans with incomes of $3 a week or less; veterans with incomes of more than $3 but less than $23 would receive the difference. The Senate would allow $15 a week minimum for 52 weeks, with dependency allowances up to $10 a week additional.

Employment service and job consultation: Preference to veterans for Federal government employment.

Educational aid: A one-year training course for all veterans, with additional education for others equal to their length of military service up to three years, provided their education was interrupted by induction. Veterans 24 years old or under would qualify automatically. Benefits would include tuition up to $500 a year and subsistence allowance of $50 a month, plus $25 for those with dependents.

Hospitalization: Increased veterans' facilities to be constructed under priorities for materials second only to those of the War and Navy Departments. The Senate's proposed authorization of $500,000,000 for the initial hospitalization program was struck out by the House, which would authorize appropriation of necessary sums as the program progresses.

Loans: Under the House version, the Federal Government would guarantee loans to veterans up to 50 per cent, with a maximum guarantee of $2,500. The Government would pay the first two years' interest, the rate after that, on money to be borrowed by veterans from any source they choose at the lowest possible rates on interest, not to exceed six per cent a year. The loans — for purchase or construction of farms, homes and business property — would run for a maximum of 20 years. The Senate bill would provide outright government loans up to $1,000 at 3% interest.

* * *

A bill to authorize the Administrator of Veterans' Affairs to furnish seeing-eye dogs to blind veterans who are entitled to disability compensation has been passed by Congress and as the INFORMATION BULLETIN went to press was awaiting presidential action. The measure also authorizes payment of "all necessary travel expenses of eligible veterans to and from their homes and incurred in becoming adjusted to a seeing-eye dog." (H.R. 4518.)

In addition to landing and district craft to be authorized by the 1944-45 Navy appropriation bill, a bill has been passed by the House and introduced in the Senate to authorize the "acquisition and conversion or construction" of 1,000,000 additional tons of such craft.

This bill, approved by BuShips, was presented by the respective chairmen of the Senate and House Naval Affairs Committees (S. 1880, H.R. 4710).

• Other bills recently introduced in Congress include the following:

To provide for investment in U. S. savings bonds of pay and allowances credited to accounts of prisoners of war and certain other persons absent from their posts of duty (H.R. 4599). This bill "shall not affect any allotment of pay and allowances to any such person for the support of dependents or for the payment of insurance premiums."

To appropriate $6,700,000 additional in grants to states for emergency maternity and infant care of wives and infants of enlisted men in the fourth, fifth, sixth and seventh pay grades in the armed forces of the U. S. (H.J.Res. 271).

To provide for transportation to their homes of persons discharged from the naval service because of being under age at time of enlistment (S. 1894 and H.R. 4761).

To authorize the President to waive existing provisions of law fixing time limits for recommendations for awards of or acceptance of decorations for meritorious or distinguished service or conduct in the armed forces of the U. S., when, in his opinion, such time limits work an injustice to the individual. (H.R. 4765).

• Executive nominations for temporary service recently confirmed by the Senate:

To be vice admiral: Aubrey W. Fitch, who previously held that rank while serving as ComAirSoPac.

To be rear admiral: Malcolm F. Schoeffel, Lawrence F. Reifsnider and John H. Brown Jr.

To be vice admiral: Aubrey W. continue while serving as ComFAir, Quonset Point, R. I.



Navalog (NTS, Newport, R. I.)

"Relax, Wilbur, you're off the bus."

I-WITNESS

BOMBING OF TRUK—

A Marine Corps combat photographer, Pfc. Burt B. Balaban, Rye, N. Y., describes below the first bombing of Truk by land-based Liberators of the 7th AAF.

It was early evening when we took off. About 0330 I saw what looked like a city aglow off in the distance. My first thought was that perhaps we had flown to California by mistake.

Factory lights were on. Moving dots of white suggested that cars were moving about on the streets. Could it be possible they didn't know we were directly above them? It certainly was possible, for we dropped 12 bombs and started four large fires before they even began to black out.

At this point, a barrage of antiaircraft fire came up to us. At the briefing meeting, we had been told to expect light ack-ack fire. It wasn't quite that way, for all the vessels in Truk's harbor, plus the shore batteries, began to fire on us. Then they turned the searchlights on us.

I was leaning out the gunner's hatch to photograph the fires below when the suction of the wind pulled on my camera, then on me. It all happened very quickly. Then the plane banked sharply. I was hardly able to draw myself back in. Truk is one place I don't want to land on alone.

—AND BOUGAINVILLE

By Dan Bailey, *Staff Sergeant, USMC*

BOUGAINVILLE—I rode in a Marine torpedo bomber when it blasted Japanese equipment with blazing rockets. The target was a Jap bivouac area along the coast of this viola-shaped island.

The bazooka bombs, which have just been brought into play against the enemy out here, are set on either wing and fired by a mechanism in the pilot's cockpit. So far, they have been used in the South Pacific only on Marine Grumman Avengers and make the torpedo bomber an even more versatile aerial weapon than before, adding rockets to its former armament of torpedoes, bombs and machine guns.

The Jap camp was in a clearing a mile or so inland. From the air the native huts and tents stood out like gravy spots on a green vest. We flew toward it in a low glide at more than 300 miles an hour.

Suddenly the plane shook under a jarring explosion. I caught a glimpse of brilliant red balls racing away from the plane with a loud whistling sound. The rockets smashed into the center of the target, throwing a purple mushroom of flame, smoke and debris more than 100 feet into the air.

The smoke was still rising as we headed out to sea.

BuPers
POSTING MATTERS OF PARTICULAR INTEREST AND IMPORTANCE TO NAVAL PERSONNEL
BULLETIN BOARD

HOW AND WHEN YOU MAY VOTE (VII)

Public Law 277 — 78th Congress (the servicemen's absent-voting law), Section 206(b), provides: "The Secretaries of War and Navy and other appropriate authorities shall, so far as practicable and compatible with military operations, take all reasonable measures to facilitate transmission, delivery, and return of postcards, ballots, envelopes, and instructions for voting procedure."

In accordance with this policy as laid down by the Congress, the Secretary of the Navy on 10 April issued the following directive (Alnav 76, N.D.B., 15 April 1944) to the commanding officers of all ships and stations: "Instruct Navy postal personnel that all letters and postcards pertaining to federal or state war ballots, and identifiable as such in any manner, shall be given airmail transportation and most expeditious handling possible. Law contemplates that such matter will be carried as air mail, free of postage."

On 6 May the Acting SecNav issued further and more detailed instructions for the handling of war-ballot mail by the Navy post office service.

In order to identify such war-ballot mail the War Ballot Commission has recommended to the several states that uniform, distinctive markings be printed in red on all outgoing and returning war-ballot material. Assurances have been received from the several states expressing their willingness to cooperate in every way possible.

The Naval Air Transport Service has made plans to give war-ballot material returning from overseas the highest air priority.

The Secretary of War, by letter addressed to the Postmaster General, dated 11 May, has given adequate priority to the special pouches designed for the transportation of balloting material over domestic commercial airline routes. In the event that the transportation of war ballots over domestic commercial airlines is in excess of the volume which can be accommodated by such airlines, both the Naval Air Transport Service and the Army's Air Transport Command have agreed to carry such excess.

In such a manner the Army, Navy and War Shipping Administration are prepared to keep the pledge given by the Secretary of War, the Secretary of the Navy and the Administrator of the War Shipping Administration in their joint statement, dated 3 April, as follows: "We will work with state authorities to facilitate and expedite the transmission and return of all war balloting material, to the end that every soldier, sailor and member of the merchant marine and other civilian covered by the Act who desires to vote shall have the opportunity to do so."

Twenty-four states will hold their primaries between 11 June and 10 August, inclusive. The following has been prepared to stress certain procedures common to all and to point out provisions of state law of particular states. The following five points are emphasized:

1. The applicant for a primary ballot must state his party affiliation.

2. The applicant should print or type his name, service number and ad-

IF YOU LIVE IN ANY OF THE STATES LISTED THIS INFORMATION OF VOTING IS OF INTEREST TO YOU

State	Primary date	Earliest date State will receive soldiers' applications for regular state absentee ballots covering all offices to be voted on	Latest date application for ballot will be received	Date on or before which executed ballot must be received back in order to be counted
Ariz.	18 July	At any time	15 July	18 July
Ark.	25 July 8 Aug.	At any time At any time	No time limit No time limit	25 July 8 Aug.
Ga.	4 July	At any time	No time limit	4 July
Idaho	13 June	At any time	No time limit	13 June
Kan.	1 Aug.	At any time	No time limit	31 July
Ky.	5 Aug.	Pending the set-up of voting procedures, information is unavailable.		
Maine	19 June	At any time	No time limit	19 June
Mass.	11 July	No provision for absentee serviceman voting in primary.		
Mich.	11 July	At any time	No time limit	11 July
Minn.	10 July	At any time	No time limit	10 July
Miss.	4 July 29 Aug.	At any time At any time	No time limit No time limit	4 July 29 Aug.
Mo.	1 Aug.	At any time	31 July	2 Aug.
Mont.	18 July	19 June	No time limit	18 July
N. Hamp.	11 July	No provision for absentee serviceman voting in primary.		
N. Y.	1 Aug.	No provision for absentee serviceman voting in primary.		
N. Dak.	27 June	At any time	No time limit	27 June
Okla.	11 July	At any time	6 July	11 July
Tenn.	3 Aug.	At any time before 1 June if outside U. S. At any time before 10 July if inside U. S.	1 June (if overseas) 10 July (if inside U. S.)	3 Aug.
Tex.	22 July 26 Aug.	At any time At any time	19 July 23 Aug.	19 July 23 Aug.
Utah	11 July 15 Aug.	At any time At any time	6 July 10 July	11 July 15 Aug.
Vt.	8 Aug.	At any time	4 Aug.	8 Aug.
Va.	1 Aug.	At any time	No time limit	24 July
Wash.	11 July	At any time	No time limit	Must be marked and mailed on or before 11 July and received by 5 Aug.
Wyo.	18 July	1 July	No time limit	18 July

dress under his signature on the postcard application.

3. The serviceman, upon receiving his absentee ballot, should execute it in accordance with instructions accompanying it and return it at once.

4. No commissioned, warrant, noncommissioned or petty officer shall attempt to influence any member of the armed forces to vote or not to vote for any particular candidate.

5. Any question as to the eligibility of a serviceman to obtain a complete state ballot should be immediately referred to the Secretary of State of the state of his residence.

ARIZONA holds its primaries on 18 July.

The postcard application which is available from the commanding officer will be honored. Registration is required by the state law affecting these primaries. However, such registration may be effected by the spouse, parent, next of kin or any informed elector by completing a special form provided by each county recorder.

ARKANSAS holds its first primaries on 25 July and its run-off primary on 8 August.

The postcard application which is available from the commanding officer will be honored. Such postcard application will be treated as an application for both primaries if the serviceman applicant so indicates thereon. Previous registration is not required.

GEORGIA hold its Democratic state-wide primary on 4 July.

Application for an absent-voter ballot should be made to the county registrar of the home county of the applicant. Such application may be made by any member of the naval service, his relative or friend. In such application there must be stated the name and address of the member of the naval service. Registration is required by the laws of Georgia affecting this primary. Applications for registration must be made by the member of the naval service, his relative or friend on a form to be provided by the tax collector or tax commissioner of the county of the residence of the member of the naval service, indicating thereon the date of his birth. All citizens of Georgia become eligible to qualify as voters upon attaining their 18th birthday.

IDAHO holds its primaries on 13 June.

No special form of application is required. The postcard application which is available from the commanding officer will be honored. Registration is required by the state law affecting these primaries. If an applicant has failed to vote in the last general election, registration is canceled. An absent serviceman may register by applying in writing under oath to the clerk of the Board of Commissioners of the county of his residence for a form of elector's oath which, if executed and returned before Saturday, 10 June, will constitute registration.

KANSAS holds its primaries on 1 August.

No special form of application is required. The postcard application which is available from the commanding officer will be honored. Registration is not required.

KENTUCKY holds its primaries on 5 August.

Pending the set-up of voting procedures, information relative to absent servicemen voting is unavailable.

MAINE holds its primaries on 19 June.

Upon receipt of the postcard application which is available from the commanding officer, the secretary of state will forward to the serviceman the form of application for absentee ballot prescribed by statute. The serviceman should fill out and forward this application at once to the election official of the community of his residence. Registration is required by the state law affecting these primaries. It may be effected by requesting the local board of registration to place the name of the applicant on the voting list. This request also may be made by any other person.

MASSACHUSETTS holds its primaries on 11 July.

Because the state laws make no provision for absentee servicemen voting in these primaries, the serviceman must vote in person if he desires to exercise his franchise.

MICHIGAN holds its primaries on 11 July.

The postcard application which is available from the commanding officer will be honored. Registration is required. However, it may be effected by completing the oath printed on the absentee ballot envelope.

MINNESOTA holds its primaries on 10 July.

The postcard application which is available from the commanding officer will be honored. Application also may be made in behalf of the absent serviceman by any member of his immediate family more than 18 years of age. Registration is effected by making an application for the state absentee ballot.

MISSISSIPPI holds its first primary on 4 July, and its run-off primary on 29 August.

Registration is required by the state law. Those in the armed services may register by affidavit before 7 July if the form for such affidavit is requested by a member of the naval service or any person interested in such member. State absentee ballots may be requested by any member of the naval service or any one interested in such member. The postcard application which is available from the commanding officer will be honored. Such request should be sent to the circuit clerk of the home county of the absentee voter or the secretary of the party executive committee of the county of the absent voter. Only one request for absentee ballot is necessary for all primaries and elections held in the year in which the request is made. Payment of a poll tax is not required of those in the military service as a prerequisite to vote.

MISSOURI holds its primaries on 1 August.

No special form of application is required. The postcard application which is available from the commanding officer will be honored. Registration is not required.

MONTANA holds its primaries on 18 July.

The postcard application which is available from the commanding officer will be honored. Registration is required by the state laws of Montana affecting these primaries. Registration may be effected by applying therefor to the county clerk and recorder of the county of residence of the serviceman applicant.

NEW HAMPSHIRE holds its primaries on 11 July.

Because the state laws make no provision for absentee servicemen voting in these primaries, the serviceman must vote in person if he desires to exercise his franchise.

NEW YORK holds its primaries on 1 August.

Because the state laws make no provision for absentee servicemen voting in these primaries, the serviceman must vote in person if he desires to exercise his franchise.

NORTH DAKOTA holds its primaries on 27 June.

The following is an excerpt from a memorandum from the secretary of state of North Dakota: "The absent voter's laws of the State of North Dakota pertaining to voting of persons in military service require that county auditors shall send ballots to every qualified absent voter in military service without application as quickly as the ballots are available. This means that if a county auditor has the address of such absent voter, nothing further is necessary. Therefore, the only requirement is that the absentee send the county auditor his address (or if he wishes, he may send it to the office of the secretary of state), the usual government postcard, some other postcard or a letter giving his voting residence and his present address and a ballot will be sent him." Previous registration is not required

OKLAHOMA holds its primaries on 11 July.

The postcard application which is available from the commanding officer will be honored. Previous registration is not required.

TENNESSEE holds its primaries on 3 Aug.

The postcard application which is available from the commanding officer will be honored. Such postcard application will be treated as an application for registration of the serviceman applicant, if such applicant is not registered.

TEXAS holds its first primary on 22 July and its run-off primaries on 26 August. The postcard application which is available from the commanding officer will be honored. If the serviceman applicant states on his postcard application that he desires it treated as an application for both the first and the run-off primaries, it will be treated as a valid application for both primaries. The previous payment of a poll tax is required by the state laws affecting these primaries. Therefore, the postcard application must be accompanied by either a poll tax receipt or an affidavit of its loss. Previous registration is not required.

UTAH holds its first primaries on 11 July and its run-off primaries on 15 Aug.

The postcard application which is available from the commanding officer will be honored. One such postcard application will be treated as an application for both the first and the run-off primaries.

VERMONT holds its primaries on 8 August. The postcard application which is available from the commanding officer will be honored. Registration is required by the state laws affecting these primaries. However, it is effected by completing the oath on the state absentee-ballot envelope.

VIRGINIA holds its primaries on 1 Aug.

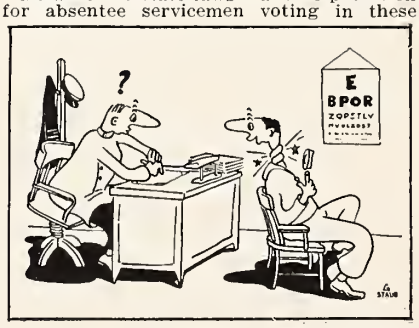
The postcard application which is available from the commanding officer will be honored. The usual requirement of previous registration and payment of poll taxes as a condition precedent to the exercise of the voting privilege is waived.

WASHINGTON holds its primaries on 11 July.

The postcard application which is available from the commanding officer will be honored. The executed ballot must be marked and mailed on or before 11 July and received back in Washington by 5 August. While registration is required by the state laws affecting these primaries, it may be effected by completing the affidavit printed on the state absentee-ballot envelope.

WYOMING holds its primaries on 18 July.

Application for a state absentee ballot must be made on a special application form furnished by the secretary of state. Cheyenne, Wyoming, or by the appropriate local election officials. Such requests may be made by forwarding the postcard application which is available from the commanding officer and by stating thereon that the serviceman applicant desires it to be treated as a request for an application for a state absentee ballot. While registration is required by the state laws affecting these primaries, it may be effected by completing the affidavit printed on the state absentee-ballot envelope.



Dope Sheet (NTS, Norfolk)

"Well, Doctor, it's like this—I was walking down the street when a beautiful Wave passed by, and . . ."

BuPers BULLETIN BOARD

Personnel Overseas May Send Money To Payees in U. S.

Military and civilian personnel outside continental U. S. now may send money home, or buy war bonds for delivery home or into safekeeping in the U. S., by means of a service just put into operation by BuS&A.

The service is available to personnel of the Navy, Marine Corps and Coast Guard, Army personnel assigned to predominantly naval areas and authorized civilians operating with the armed services outside continental U. S. It supplements the individual allotment system whereby naval personnel can have fixed sums withheld from their pay and turned over to dependents, savings accounts, insurance or war bond purchases.

Ten dollars is the minimum amount which may be remitted under the new service. Larger amounts must be in multiples of $5, except that the exact purchase price must be remitted for war bonds. The individual gives any disbursing officer the money for remittance and fills out a simple form. The disbursing officer forwards the form to the Field Branch, BuS&A, Cleveland, Ohio, where a check is dispatched to the designated payee. Bonds are either sent to a designated person or held for safekeeping at the Federal Reserve Bank in Cleveland.

Alternate payees also may be named. If the payee or alternate cannot be located, the check will be sent to the remitter; if the remitter cannot be located, the check will be returned to the General Accounting Office, Washington, for safekeeping and later disposition.

Service Schools Limited in Giving Petty Officer Ratings

Effective for students reporting 1 June 1944 or thereafter, graduates of all Class A schools except the Sp(M) school may be rated no higher than pay grade 5. All Sp(M) school graduates may be advanced to Sp(M)3c. Only graduates of other than the Sp(M) school, who are above average, may be advanced to S1c or F1c.

Non-rated graduates of service schools will be earmarked (as "strikers") for their prospective ratings to insure their assignment to appropriate duty by showing in parentheses, as a designator, the abbreviation of the rating for which they have been trained—for example, S1c(TM). The designator will have the significance of the rating, and seamen and firemen so designated will not be changed or advanced to other ratings unless specifically authorized by BuPers. The specialty mark will be worn as prescribed by Uniform Regs.

Seamen graduates of artificer engine room force schools will be changed to fireman ratings of corresponding pay grade.

Commanding officers of Class A schools are authorized by BuPers to advance to petty officer third class ratings graduates who reported for training prior to 1 June 1944 as follows:

(a) Class V-10 storekeeper and yeoman schools—unlimited.
(b) Sp(M) school—unlimited.
(c) All other Class A schools—10% of each graduating class. In cases where V-10 and male personnel attend the same school, each category may be considered separately in applying the allowed percentage.

Procedure outlined above is contained in BuPers Ltr. Pers-67-Bt P17-2/MM, 12 May 1944, which cancels three previous letters relating to Class A school graduates: BuPers Ltr. Pers-67-Ly/P17-2/MM, 28 May 1943; BuPers Ltr. Pers-67-Bt/P17-2/MM, 28 Sept. 1943, and BuPers Ltr. Pers-67-Hn/QR8/P17, 2 Oct. 1943.

Six Months' Sea Duty Required for Most Advancements to CPO

Six months' sea service in pay grades 2 or 3 now is required for advancement to all CPO(AA) ratings except specialists, aviation branch ratings, boatswain's mate A, and Women's Reserve personnel.

The former practice has been to waive this requirement in certain ratings to permit advancement of outstanding petty officers first class to CPO(AA).

BuPers now has discontinued that practice, except to the extent that sea duty performed in any rating in pay grade 4, as well as pay grades 2 or 3, may be credited toward the six months required for advancement to the following CPO ratings only: CY, CSK, CMoMM, CRM, CRT and CCS.

In view of the present manpower shortage, it is highly probable that rating of men as specialists will be discontinued, or greatly curtailed, in the near future. The needs of the forces afloat are paramount and will be given first consideration.

These announcements, along with a resume of procedure for assignment of men to specialist ratings, are contained in BuPers letter Pers-67-Bt P17-2/MM, dated 19 April, to the commandants of all naval districts and river commands and the chiefs of naval air functional training commands.

Officers Discharged From Hospitals to Get Temporary Duty

Officers found fit for duty following hospitalization hereafter will be assigned temporarily to the naval activity in which the hospital where they were treated is located, pending permanent duty orders from BuPers. This is done to prevent loss of services of officers awaiting permanent orders following their recovery from illness or wounds. (Details in BuPers Circ. Ltr. 133-44 [N.D.B., 15 May 1944, 44-568]).

Officer Qualifications Questionnaires Needed

BuPers has directed that every officer, regular and reserve, of and below the rank of commander, who has not yet done so, fill out the officer qualifications questionnaire and forward it immediately to the bureau.

More than 190,000 questionnaires have been received and the qualifications data recorded. This data is being utilized many times daily in selection of officers to fill specific assignments ashore and afloat. However, it is pointed out, the range of selection will be much broader when all questionnaires have been received (BuPers Circ. Ltr. No. 125-44 [N.D.B., 15 May 1944, 44-560]).

No Insignia Authorized For Technical Observers

Naval aviation technical observers are not designated as naval aviation observers and therefore are not authorized to wear the naval aviation observer insignia.

To earn the insignia, an officer must qualify under Article E-1201(4), BuPers Manual, defining a naval aviation observer as: "Any commissioned or warrant officer in the Navy or Marine Corps who has successfully completed the course prescribed by competent authority, and who has been in the air not less than 100 hours and who has been designated as a naval aviation observer by competent authority."

The letters N.D.B., as used in this section and elsewhere in the INFORMATION BULLETIN, *refer to the official Navy Department Bulletin. Followed by the abbreviations "cum. ed.," they indicate the cumulative edition of 31 December 1943, which superseded all semi-monthly issues through that date.*

BuPers BULLETIN BOARD

New Procedure Promulgated for Antisub Awards

Revised procedure for making awards in recognition of successful antisubmarine operations is set forth in SecNav letter of 20 April 1944 (N.D.B., 30 April 1944, 44-471) which supersedes previous instructions on the subject.

Recognition of antisubmarine attacks will be based on assessments made by the Committee on Assessment of Damage to Enemy Submarines at the Headquarters of Cominch, U. S. Fleet, or by the British Admiralty U-Boat Assessment Committee or the Joint British-U. S. Naval and Air Assessment Board for the Mediterranean.

Attacks for which awards are made will be classified as: "A," known sunk, or "B," probably sunk. In addition, attacks pressed home in an heroic manner in the face of enemy fire may be recommended for an award.

Commanding officers of surface craft or submarines given principal credit for an "A" or "B" attack normally will be awarded the Legion of Merit or the Bronze Star Medal. The Legion of Merit will be awarded only when circumstances of the attack indicate exceptionally meritorious service has been rendered. The Distinguished Flying Cross or the Air Medal normally will be awarded to COs of aircraft assigned principal credit for an attack which gains an "A" or "B" assessment. The DFC, however, will be awarded only when the circumstances of the attack indicate that heroism or extraordinary achievement was displayed to a sufficient degree. COs of other vessels or aircraft which participated to a lesser degree, but without whose assistance the attack probably would have failed, may be awarded or recommended for lesser recognition than that given the main participants.

Restrictions Placed On Travel to Mexico

Restrictions on unofficial visits of naval personnel to Mexico have been reiterated by SecNav and by BuPers.

In an Alstacon of 4 May 1944, SecNav directed that restrictions on travel to Mexico as given in BuPers Circ. Ltr. 36-44 (N.D.B., 15 Feb. 1944, 44-180) be strictly observed and, in general, restated those restrictions.

The residence in Mexico of immediate families of naval personnel, including wives, husbands, children, and parents, is considered a valid reason for visiting Mexico during authorized leave, SecNav said. Passports are required for visits to Mexico, except to border towns. Leave authorizations with permission to visit the interior of Mexico shall include authority to wear civilian clothing.

The U. S. naval attache at Mexico City, Mexico, has called BuPers' attention to recent cases where naval enlisted personnel who had gone to Mexico on leave had appealed to him for assistance in returning to their home stations because they were without sufficient funds.

BuPers has requested commanding officers to inform naval personnel contemplating trips to Mexico of the uncertainties in transportation and other delays with which they may be confronted.

In granting leave for the purpose of visiting Mexico, COs have been asked to make sure that prospective visitors have sufficient funds for any emergency and round-trip tickets for air, rail or bus travel. Possible emergencies should not be disregarded with the expectation that the naval attache will come to their aid.

V-12 Refresher Course Prescribed for V-7 Selectees

Enlisted men selected for V-7 Reserve Midshipman training hereafter will be ordered to a V-12 college for academic refresher training up to 16 weeks, depending upon their individual needs, before starting V-7 training.

V-7 candidates found by examinations at V-12 institutions to be fully qualified for Reserve Midshipman training will be transferred into V-7 without delay.

The V-7(S) classification—that is, men with vision as low as 12/20 but qualified in engineering or certain other special fields has been eliminated. Henceforth, the standard requirement of 18/20 vision in each eye correctible to 20/20 will prevail without exception.

To be eligible for consideration for V-7, enlisted men must be recommended by their commanding officers as possessing outstanding leadership and officer-like qualities. These recommendations must be fully prepared, BuPers announced, and sufficiently complete to give adequate assistance to the Bureau in selecting applicants for officer training.

The requirements given above are among those listed in the latest BuPers policy on eligibility of enlisted men of the Navy and Naval Reserve for enlistment in or transfer to V-7, USNR, for Reserve Midshipman training. For details, see BuPers Circ. Ltr. 143-44 (N.D.B., 15 May 1944, 44-578).

Grained White Shoes, Gray Garrison Caps Authorized for WR

Because of a shortage of smooth white leather shoes for dress, members of the Women's Reserve are now authorized to wear white shoes with white stitching, similar in style to the dress black. Buckskin-type leathers or leathers with a smooth, slightly grained or sueded finish are permissible. Covered or built-up heels are acceptable.

Women's Reserve commissioned officers and chief petty officers may wear the gray garrison cap with gray working uniform or other work clothing and the white garrison cap with Service Dress, White within station limits, when prescribed by the commanding officer. Previously, they were authorized to wear only the navy blue garrison cap under the same conditions. This cap, however, is considered too heavy and warm to be practical as a work hat during the hot season.

Commissioned officers are to wear the insignia of rank on the right side of the cap and a miniature cap device on the left side, each two inches from the front edge; CPOs the miniature CPO cap device on the left side of the cap, two inches from the front edge.

It has been decided to retain the short-sleeved white shirt as a permanent article of uniform for the Women's Reserve. The present supply, originally to have been worn until exhausted, now will be replenished.

V-12 Medical, Dental Training Open to MC, CG

Enlisted personnel of the Marine Corps and Coast Guard and their reserve components now are eligible to apply for medical or dental training in the Navy V-12 program under the same provisions applicable to Navy and Navy Reserve personnel. (Details in BuPers Circ. Ltr. 135-44, N.D.B., 15 May 1944, 44-570.)

Annual Small Arms Reports Suspended

Effective 1 July 1944, the annual report of small arms practice has been suspended, no extra compensation is authorized for small arms qualifications, and no prize money is authorized for team matches, Cominch has announced. (Details in N.D.B., 30 May 1944, 44-544.)

BuPers BULLETIN BOARD

Temporary Commissions Open to Enlisted Waves

Procedure whereby chief warrant officers, warrant officers, chief petty officers and petty officers first class of the regular Navy, Fleet Reserve and Naval Reserve, on active duty, may be recommended by commanding officers for temporary appointment to commissioned ranks and to warrant grade is now applicable to members of the Women's Reserve. Authority is contained in BuPers Circ. Ltr. No. 129-44 (N.D.B., 15 May 1944, 44-564).

Qualifications Published For Enlisted Ratings

Qualifications are published in N.D.B., 30 April 1944, for all grades of the following ratings:

Aviation ordnancemen.
Aviation radiomen.
Aviation radio technicians.
Pharmacist's mates (DP) (dental prosthetic technicians).
Printers L (lithographers).
Special artificers O (optical).
Storekeepers, storekeepers D (disbursing, storekeepers T (technical), storekeepers V (aviation).
Torpedoman's mates E (electrical).
Yeomen.

Changes and corrections of BuPers Manual qualifications for yeomen and qualifications for all grades of the following ratings are published in N.D.B., 15 May 1944:

Aviation electrician's mates.
Boilermakers.
Hospital apprentices.
Metalsmiths.
Molders.
Painters.
Patternmakers.
Pharmacist's mates.
Specialists (A).
Water tenders.

Navy COs May Advance Coast Guardsmen Below Petty Officer

Qualified Coast Guard seamen and steward's mates serving with naval units can now be advanced up to S1c, F1c or StM1c by their commanding officers without prior reference to Coast Guard headquarters.

Similarly, Coast Guard COs can promote qualified general-service naval enlisted personnel serving under them to fill vacancies in complement, or to ratings open to unlimited advancement, without prior reference to higher authority.

However, recommendations for other promotions of naval enlisted personnel remain subject to approval by BuPers or naval administrative commands to which BuPers has delegated this authority, and promotions of Coast Guard seamen to petty officer ratings must be approved by the Commandant.

These and other regulations affecting Coast Guard personnel assigned to naval units and naval personnel assigned to Coast Guard units are covered in BuPers Circ. Ltr. 115-44 (N.D.B., 30 April 1944, 44-496).

'Personal Affairs' Supplement Published

The Navy Department is publishing Supplement No. 1 of the pamphlet "Personal Affairs of Naval Personnel and Aid for Their Dependents." Supplies of this supplement will be shipped to all ships and stations in sufficient numbers to provide for distribution of approximately one copy for every 10 men. Copies of the supplement will not be distributed to the next of kin of naval personnel now in the service. Additional copies may be ordered by ships and stations from the Chief of Naval Personnel.

Green Uniforms Mandatory Only for Aviators, Pilots

Wearing of the aviation green uniform when that uniform is designated as the uniform of the day is mandatory only for commissioned and warrant officers designated naval aviators, and CPOs designated naval aviation pilots, serving in pilot status.

All other commissioned officers and warrant officers assigned to duty in aviation commands may wear the aviation green uniform if it is the uniform of the day but will not be required to do so.

Hereafter, the aviation green uniform of chief warrant officers and warrant officers will have sleeve stripes of black braid, broken, alternating forestry green and black instead of the continuous black stripe, as in the past. The black braid will be broken at intervals of two inches by ½ inch of forestry green braid. Stripes will be of the same sizing and spacing prescribed for use on blue service uniforms.

During the necessary period of transition, chief warrant officers and warrant officers are permitted to wear their present black sleeve stripes until no longer serviceable or until it becomes necessary to renew the stripes.

Possession of the light tan overcoat for aviation officers is optional.

These changes in Uniform Regs. are included in BuPers Circ. Ltr. 145-44 (N.D.B., 15 May 1944, 44-580).

Two Changes Made In Nurse Uniform

Two additional minor changes have been made in the uniform of the Navy Nurse Corps.

The lower pocket on the nurses' white outdoor uniform will be changed from a bellows pocket to a patch pocket to conform to the officers' gray working uniform, and the white indoor uniform will be changed to the coat type by opening the front all the way for greater ease in putting it on.

Nurses may wear white outdoor and white indoor uniforms now in their possession or already manufactured until the supply is exhausted or those in possession are worn out. When that time comes, in either event, nurses will be required to purchase new uniforms tailored to include the changes.

For details, see BuPers Circ. Ltr. 122-44 (N.D.B., 15 May 1944, 44-557).

Third Term Prescribed For V-12(a) Students

V-12 aviation students who will complete their second term on 1 July 1944 will remain under V-12 training for one additional term, regardless of the number of terms previously completed as civilians.

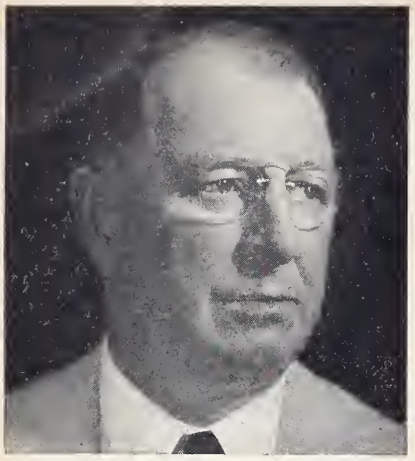
This step, announced by BuPers, is based upon the desire for a broader general background for aviation candidates and the decision to substitute additional training in V-12 for training previously given in flight preparatory schools and in CAA-WTS activities. (Details in Navy V-12 Bulletin No. 214, 1 May 1944.)



Hoist (NTC, San Diego)

"Doctor, I keep seeing my nose."

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THIS MONTH'S COVERS

Reproduced on the FRONT COVER and above is the Navy's official photographic portrait of the late Frank Knox, Secretary of the Navy from 1940 till his death on 28 April (see page 2). INSIDE FRONT COVER: Crewmen of a U. S. aircraft carrier take a dip in the warm waters of a lagoon in the Marshalls a few days after helping conquer Roi Island. (Official U. S. Navy photograph) OPPOSITE PAGE: Burned-out shells of Japanese planes litter the bomb-cratered airstrip on Engebi Island, Eniwetok Atoll, following a pre-invasion raid by U. S. naval planes. (Photograph from "Flying" magazine)

DISTRIBUTION OF THE INFORMATION BULLETIN

By BuPers Circular Letter No. 162-43 (appearing as R-1362 in the Navy Department Bulletin of 1 September 1943), the Bureau directed that appropriate steps be taken to insure that all hands have quick and convenient access to the BuPers INFORMATION BULLETIN, and indicated that distribution should be effected on the basis of one copy for each ten officers and enlisted personnel to accomplish the directive.

In most instances, the circulation of the INFORMATION BULLETIN has been increased in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each ten officers and enlisted personnel. Because intra-activity shifts affect the Bureau statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issue.

Normally copies for Navy and Coast Guard activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corps, on the present basis of two copies per unit, down to and including the company. Requests from Marine Corps activities should be addressed to the Commandant.

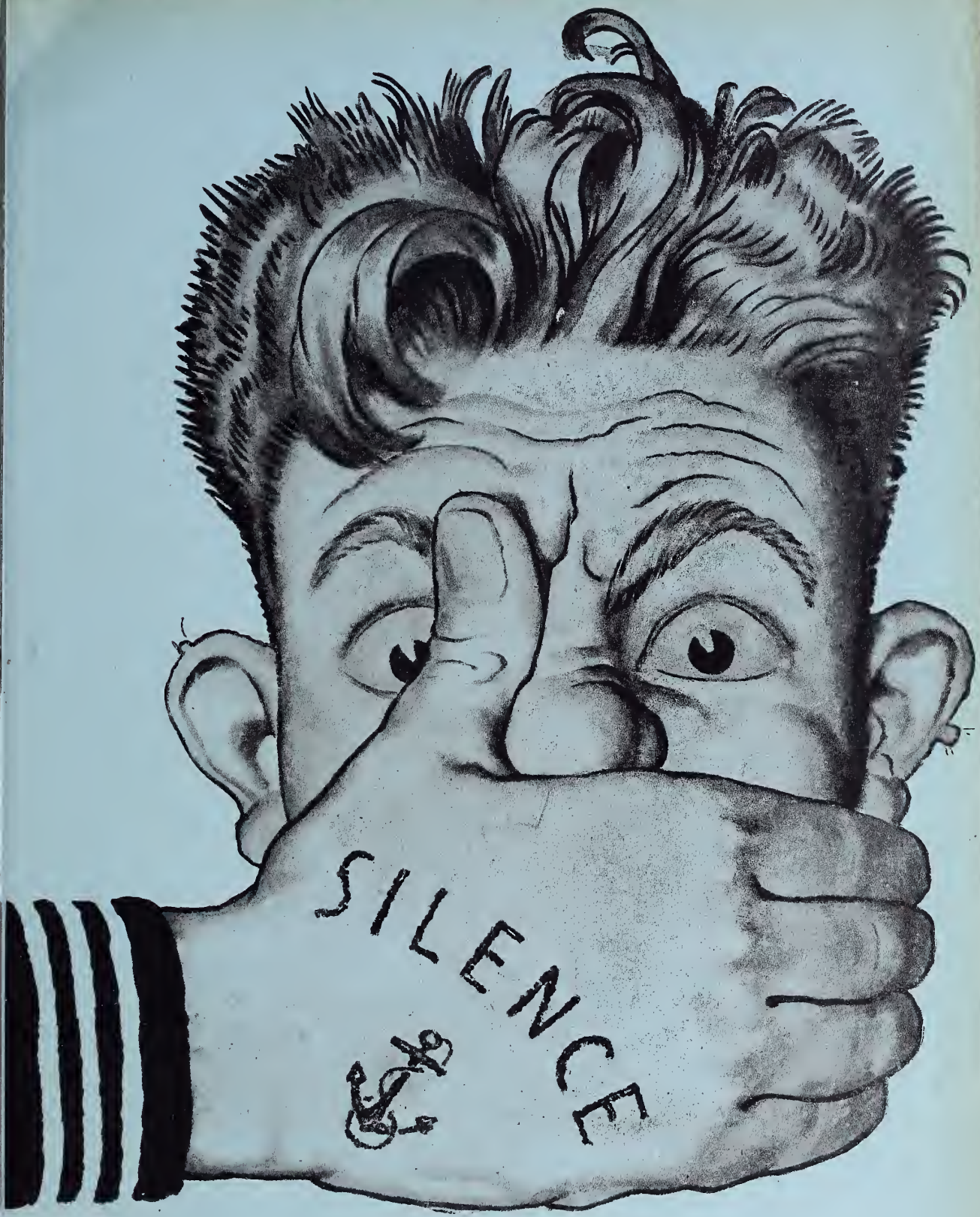
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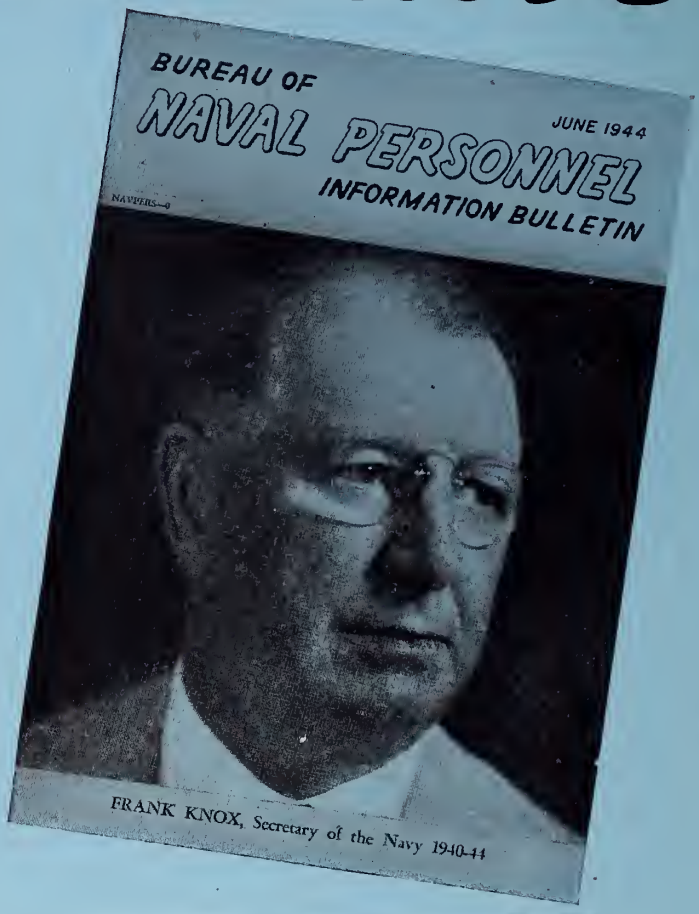
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This announcement (see other side) is inserted in every copy of the Information Bulletin; as many as possible should be placed on bulletin boards. The Information Bulletin should be available to all hands; if enough copies are not provided, to effect distribution as indicated on page 72 of the June 1944 issue, additional copies may be requested of BuPers. When the announcement side is no longer current, or if more of these insert sheets are provided than needed for the purpose, this poster side may be placed on bulletin boards.

FOR ALL HANDS

NEW ISSUE NOW OUT



THE DEATH OF SECRETARY KNOX

and the appointment of James Forrestal to succeed him. The story of two enlisted men's rise to the top.

THE TWO YEARS SINCE MIDWAY

How crucial Jap defeat led to today's offensives. A pictorial review of two years of battle.

GOT A FAVORITE RECORD, MATES?

They get it for you—or make it! Read about the new "V-Disc" plan for 50,000 new records a month.

NEED EXTRA VITAMINS?

Probably not, mate. There's a lot more to it than just buying a box of fancy capsules. Read!

RULES CHANGED ON PROMOTIONS

New enlisted directive sets up important changes in rules on advancement, change of rating.

NO SUCH THING AS "SAILBOAT"?

Nope; not if you're a lookout. If it has a sail, it has its own name. Read how to spot 'em.

OTHER FEATURES IN THIS ISSUE:

Review of month's war, Navy and home front news . . . communiques of war at sea . . . decorations and citations . . . answers to letters.

BuPERS BULLETIN BOARD NEWS:

New service for sending money home from overseas . . . procedure for promoting Coast Guardsmen serving with naval units and vice versa . . . changes in Wave and Nurse uniforms . . . voting news . . . commissions for enlisted Waves . . . changes in rating qualifications . . . month's Alnavs, legislative news.



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BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

JULY 1944

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IN-FIGHTING
IN THE PACIFIC



BUREAU OF
NAVAL PERSONNEL
INFORMATION BULLETIN

JULY 1944 • NUMBER 328

VICE ADMIRAL RANDALL JACOBS, USN
The Chief of Naval Personnel

REAR ADMIRAL L. E. DENFELD, USN
The Assistant Chief of Naval Personnel

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This magazine is published monthly in Washington, D. C., by the Bureau of Naval Personnel for the information and interest of the Naval Service as a whole. By BuPers Circular Letter 162-43, distribution is to be effected to allow all hands easy access to each issue. All activities should keep the Bureau informed of how many copies are required. All original material herein may be reprinted as desired.

PASS THIS COPY ALONG AFTER YOU HAVE READ IT

Noose Tightens in Pacific:

We Invade Marianas, Rout Jap Fleet

Forced to fight by American invasion of a key defense only 1,500 miles from the Jap mainland, the Japanese fleet last month came out of hiding long enough for an exchange of long-range air blows with the U. S. Navy and then fled under cover of darkness after suffering a crippling defeat.

Our invasion operation continued unimpaired.

The two-day battle began four days after our amphibious forces, moving boldly far to the north and west of the recently conquered Marshalls, struck on 14 June at Saipan Island in the Marianas. The results were announced by Admiral Nimitz, CincPac, in the following communique:

1. During the attack by enemy carrier-type aircraft on our ships on 18 June (West Longitude date), 353 enemy aircraft were shot down, of which 335 were destroyed by our carrier aircraft and 18 by our own antiaircraft fire.

Two of our carriers and one battleship received superficial damage. We lost 21 aircraft in combat.

2. The following information is now available concerning the attack of our carrier aircraft upon units of the Japanese fleet in the late afternoon of 19 June.

The enemy forces attacked consisted of four or more battleships, five or six carriers, five fleet tankers and attached cruisers and destroyers.

On the basis of information presently available, our planes inflicted the following damage:

One carrier, believed to be of the *Zuikaku* class, received three 1,000-pound *bombs.*

One *Hayataka*-class carrier was sunk.

One *Hayataka*-class carrier was severely damaged and left burning furiously.

One light carrier of the *Zuiho* or *Taiho* class received at least one bomb hit.

One *Kongo*-class battleship was damaged.

One cruiser was damaged.

Three destroyers were damaged, one of which is believed to have sunk.

Three tankers were sunk.

Two tankers were severely damaged and left burning.

Fifteen or twenty defending aircraft were shot down.

Our losses were 49 aircraft, including many which landed in the water at night and from which an as yet undetermined number of pilots and crewmen appear to have been rescued. Search for others is continuing.

3. The engagement was broken off by the Japanese fleet, which fled during the night toward the channel between Formosa and Luzon.

The Pacific Fleet units in these two actions were commanded by Admiral R. A. Spruance. The carrier task force was under the immediate tactical command of Vice Admiral Marc A. Mitscher.

Later reports brought enemy plane losses on 18 June to 402; added a heavy cruiser, a light cruiser, and a light carrier to the list of Jap ships damaged on 19 June, and revised our toll of smaller enemy ships that day to 1 destroyer definitely sunk and 2 damaged, 2 tankers sunk and 3 damaged. In addition, Admiral Nimitz announced, a U. S. submarine torpedoed and probably sank still another Jap carrier.

The flight of the Jap fleet into the night, after its first major attempt in a year and a half to stop our fast-moving offensive in the Pacific, closed a 10-day period in which blows by U. S. forces, both Army and Navy, shook Japan as it had never been shaken before.

On 10 June our naval air and surface forces began a merciless pummeling of Saipan, Tinian, Guam and Rota Islands, in the Marianas, on a 100-mile front."

On the first day fighter planes "swept the objectives in force," destroying 124 enemy planes, most of them in the air. Next day more were bagged, for a total of 145. Two small cargo ships and an oiler were also destroyed.

Our forces caught two Japanese convoys apparently attempting to escape from Saipan. From the first convoy we sank a large oiler, a destroyer, three corvettes, one large, one medium and three small cargo ships. Five other cargo ships and five escort vessels were damaged.



Official U. S. Navy photograph

SAIPAN: The new target of our amphibious operations is shown during an earlier task force raid on the Marianas in March. Japanese planes burn on the ground after attack by carrier-based aircraft.



Official U. S. Army Air Forces photograph

TRUK, once-mighty enemy bastion in the Central Pacific, has been left far behind by the northward and westward sweep of the Navy's drive toward Japan. But our mopping-up operations there continue. Above: Smoke spreads over Truk lagoon after a U. S. carrier task force raid.

Several hundred miles away, our planes came upon the second convoy, steaming frantically away. Bringing it under immediate attack, they heavily damaged three destroyers, a destroyer escort and two cargo ships.

Our losses for all these operations had totaled 19 planes and 19 flight personnel.

For four days the air and surface blows continued against the islands, and on the fifth day the main blow fell with sudden fury upon one of the targets—Saipan.

Storming the difficult beaches and rocky shores of the 20-by-5-mile island, U. S. amphibious forces swarmed ashore against the largest island the central Pacific forces had yet assaulted. Under cover of terrific air and naval bombardment, they forced a beachhead and prepared to take on a Jap force estimated at 20,000 men.

Meanwhile a Navy carrier task force was stabbing deep into Japanese territory to attack air bases from which the enemy might raid the amphibious forces at Saipan. On the morning that the invaders went ashore at Saipan, the carrier force bombed two air bases in the Bonins, 517 nautical miles from Yokohama, and a third air base in the Volcano Islands, about 150 miles to the south of the Bonins.

Planes from the carriers struck Chichi Jima and Haha Jima in the Bonins, and Iwo Jima, the most important base in the Volcano Islands, destroying 47 enemy planes and bombing surface vessels, sinking one medium cargo ship and so damaging a medium transport that it was later caught and sent to the bottom by destroyers.

Two days later the Japs were struck from still another quarter—directly above. Roaring off from secret bases in China, the Army's new B-29 "Superfortresses" took as their first target Japan itself. Blasting Yawata, the Japanese Pittsburgh, they wiped out possibly 20% of the empire's vital steel capacity.

Four B-29s were lost on the raid, only one of them, however, as the re-

'Secret Force'

(Reprinted from *Stars and Stripes*)

We got a secret force out in the Pacific. It's the U. S. Navy. And there is a war going on there too. The censor don't let much mention of it get into the papers here for fear of distracting people's minds. But I ran into a tail gunner who was mislaid out there and ordered here by mistake, and he tells me how it is. Well, it seems that war is scattered around over a lot of space. Everything is new over there—Guinea, Ireland, Hebrides and such, but they ain't very neighborly. They look alongside each other on the map, but you go 500 or 1,000 miles to get from one of 'em to another, and whichever one you go to is more jungle. G.I. clothes out there is painted to look like a jungle with three palms. He says everything is different but sergeants and spam. They are the same.

The Jap monkeys is tough but you don't have to learn even ten words of Jap to tell 'em to surrender. There is no closed season. He tells me that a colonel out there offered a bottle of Scotch for a Jap captive and didn't get none. But there's two things fishy about that story.

First off, out there the G.I.'s had malaria and too many Japs and not enough air cover and no movies, but now things is evenin' off. There's more attabrin and less malaria and less Japs. There's movies and ice cream parlors in the jungles. However, girls is still scarce. Jap planes is getting to be collectin' items and the air boys is trying to finish up the souvenir collection. The gunner boy sez he thinks there must be a hell of a pool of Zeros somewhere where the G.I.'s will be goin' next. But he sez, as far as the first round is gone, that the Jap army that was goin' to take Australia it has mostly taken the long trail.

And this is what this gunner tells me about the Pacific, and it proves what I told you in the beginnin'. We got a secret weapon. It's the Navy. If I find out about it I'll write you tomorrow.



Official U. S. Army Air Forces photograph

B-29 SUPERFORTRESSES, which raided Japan on 16 June, can do over 300 miles an hour and are capable of carrying heavy bomb loads for great distances. The big bomber (above) has a wing-span of 141 feet and is nearly 100 feet long. It bristles with 50-cal. machine guns and 20-mm. cannon and is powered by four 18-cylinder engines of 2,200 horsepower each. The picture on the left contrasts the size of the B-17 (left) with the B-29. The Superfortress is one and a half times as large as the B-17, with engines twice as powerful.

sult of antiaircraft fire over the target. Two others failed to return because of accidents and the fourth plane was listed as just "missing." The crew of one of the planes that met with an accident "is known to be safe," the communique reported.

The raid not only did grave damage to an industry which is vitally important to the enemy at this stage of the war, but struck new terror into them as they saw their empire shrinking around them, opening up the possibility of the same air warfare that Germany had once boasted would never touch her, either.

Evidence that the Saipan operation had struck a sore spot in the Japanese defenses came quickly. In a desperate attempt to bring in reinforcements by sea, the enemy launched an amphibious counterattack, trying to run in a group of landing barges at the northern beachhead sector, below Garapan. The guns of our own landing craft drove them off, and 13 of the troop-laden barges were sunk.

Our amphibious forces pushed on, after a temporary setback when they had to withdraw toward their beachhead, and soon they were in possession of Aslito airdrome, major airbase of the two on Saipan. They extended their lines eastward across the island to the shore of Magicienne Bay in a sweeping advance that cut off some of the enemy in the narrow corner of Nafutan Point. Clearing out the southern end of the island, they were obviously preparing to move northward for the major engagement with the balance of the enemy's power.

It was then that the Japanese fleet, which our naval reconnaissance planes had observed maneuvering midway between the Philippines and the Marianas for several days, launched its all-out air assault to save Saipan by destroying our amphibious force and its protecting warships.

The Japs' loss of 402 planes in the resulting air battle was the heaviest suffered by any air force in a single engagement in any theatre of the war.

Striking back next day, the U. S. planes caught the enemy fleet—probably seriously weakened by loss of most of its aircraft—just before dusk. Only darkness, apparently, saved it from losing even more than the four ships sunk and 13 damaged.

More Trouble for the Japs—

ADMIRAL HALSEY HEADS 3d FLEET

Admiral William F. Halsey Jr., USN, who led the Allied sea, land and air forces from Guadalcanal to a juncture with General Douglas MacArthur's Southwest Pacific forces, has been relieved by Vice Admiral John H. Newton, USN, as Commander, South Pacific Area and South Pacific Forces.

It was announced by Admiral Chester W. Nimitz, USN, Cin Pac, that Admiral Halsey would henceforth command the 3rd Fleet, which, he said, will operate in the Pacific in "the same way that the 5th Fleet is operating under command of Admiral Raymond A. Spruance." Admiral Spruance having been in overall command of the Marshalls and Marianas operations, among others, Admiral Halsey's new assignment could only mean more trouble for the Japs.

In turning over his command to Admiral Newton, Admiral Halsey had this parting message for his forces:

"You have met, measured and mowed down the best the enemy had on land and sea and air. Now carry on the smashing South Pacific traditions under your new commander, and may we join up again farther along the road to Tokyo."

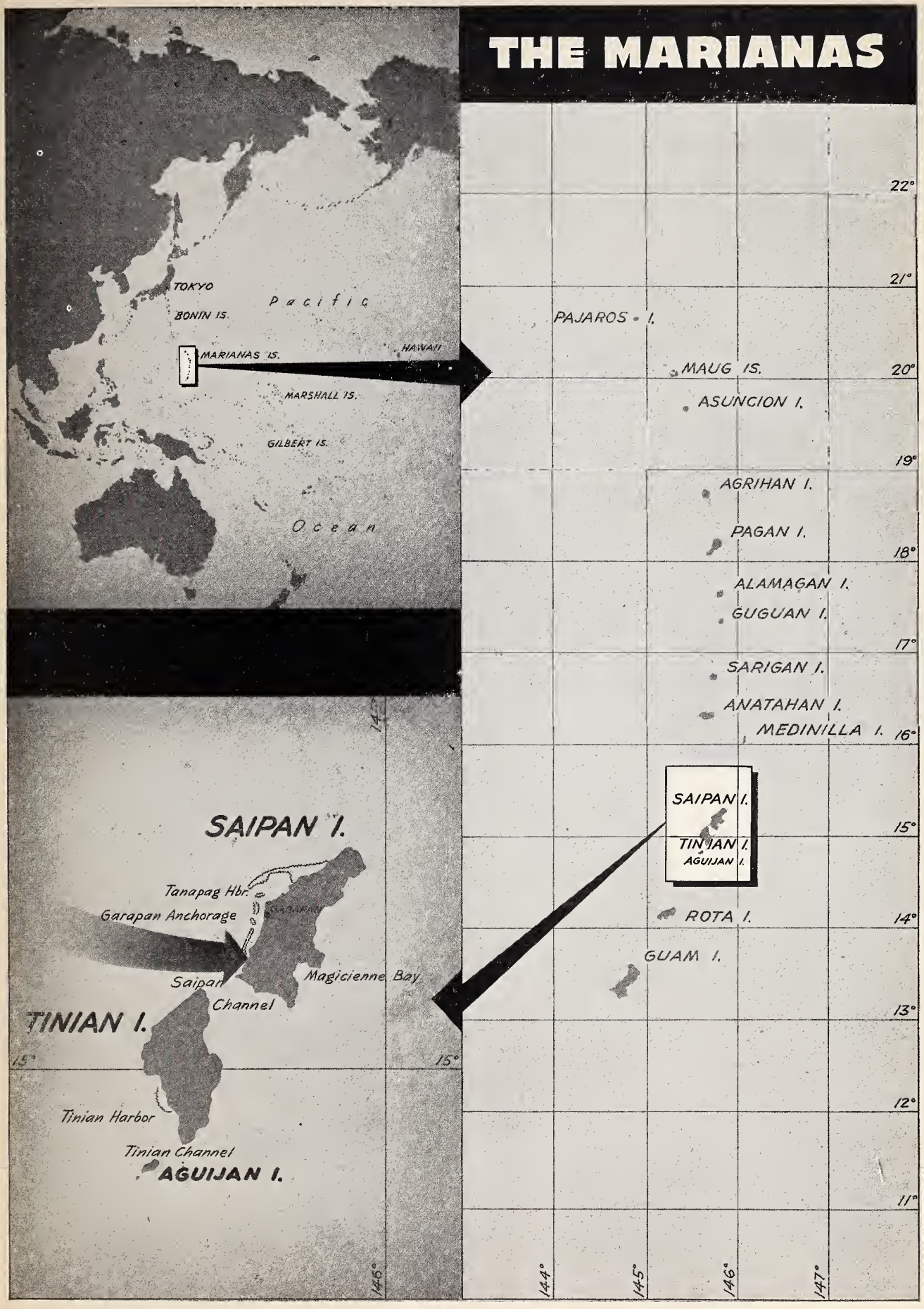


Official U. S. Navy photograph

Admiral Halsey on final tour of South Pacific Area

Admiral Newton is a former Deputy Chief of Naval Operations. A veteran of the China campaign and World War I, he helped plan and execute grand naval strategy in both the Pacific and Atlantic in this war.

THE MARIANAS



AMPHIBS HIT FRANCE

4,000 Ships, Thousands of Smaller Craft Land Allied Troops on Coast of Normandy

Transported by a record amphibious armada and under cover of the greatest sea and air bombardment in the history of warfare, thousands of American, British and Canadian soldiers swarmed ashore 6 June on the coast of Normandy. The Nazi's "impregnable" Atlantic Wall was breached.

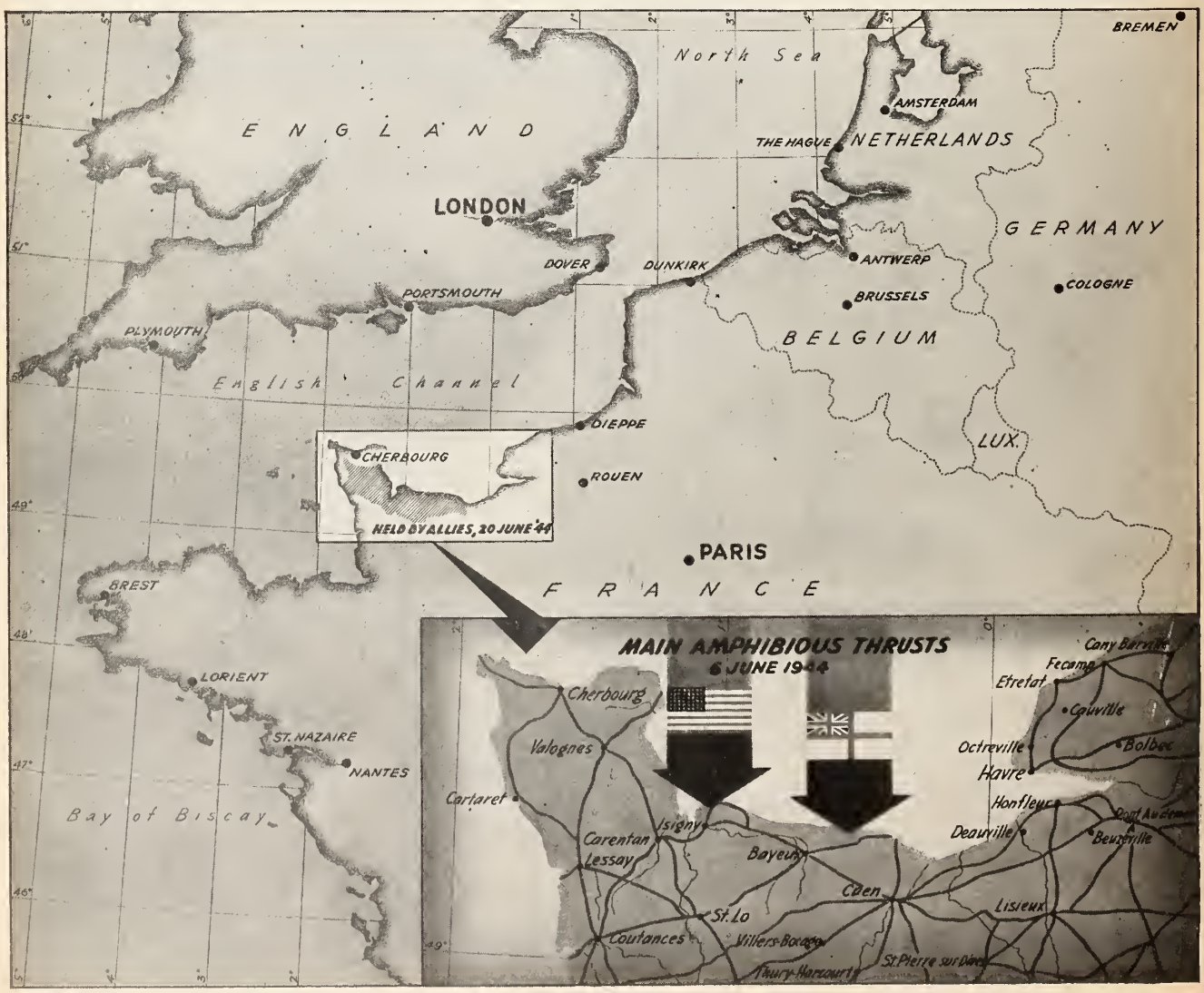
Two weeks later the beachhead had been consolidated and Allied troops had fanned out inland on a 116-mile front—some of them already 23 miles inside Hitler's European Fortress. Cherbourg peninsula was cut off and 25,000 German troops on the lower tip were faced with death or capture. Already the Allies had taken more than 15,000 prisoners, some of them mere boys of 14.

All this was not accomplished without some very tough fighting. The battle to cut off Cherbourg peninsula was savage. And around Caen, especially, the Germans were still putting up a stout resistance. British forces had cut two of its five railroads and four of its eight highways, but the Germans still held the town.

In many towns it was block-by-block fighting, with snipers operating from behind thick masonry walls. Opposing gunfire and German demolitions left some towns mere patches of blackened rubble. At Montebourg, Americans of the 4th Division fought man-to-man and house-to-house before they evicted the Germans. At all points the Nazis were making the most of natural or man-made strongpoints.

U. S. Army casualties during the first 10 days totaled 3,283 dead and 12,600 wounded, it was announced by Lt. Gen. Omar N. Bradley, commander of U. S. ground forces, who pronounced the beachhead "absolutely secure." Casualties on the central beachhead were higher than anticipated, he said, but losses on the Cherbourg peninsula were lighter than expected.

An Allied fleet of 4,000 ships and several thousand smaller landing craft transported the invasion army to the beaches, where warships stood off shore and pounded German coastal defenses with 640 naval guns before the doughboys scrambled ashore. It was the Allied navy's responsibility to get the troops across the Channel



and onto the beaches, and in this task it was "100% successful," declared Admiral Sir Bertram Ramsay, RN, Allied naval commander-in-chief.

"We have enabled General Montgomery's troops to fight a land battle," he said.

A few days later General Montgomery revealed that success or failure in one sector had hung in the balance, but that the situation was retrieved by three factors:

"First, by the gallantry of the American soldier, who is a very brave man.

"Second, by the grand supporting fire given from the sea by the Allied navy.

"And third, by the support given from the air by the fighter-bombers, who knew the situation and came down low to shoot up Germans at close range."

SecNav Forrestal announced that about 1,300 ships—one-third of the invasion fleet—were furnished by the U. S. Announced D-day losses were two destroyers, one LST and one large landing barge. Secretary Forrestal said it was significant that none of the expected enemy counterblows materialized during our initial crossing of the Channel.

"It was expected that the German air force, light surface craft and submarine fleets would launch their heaviest attacks in an attempt to frustrate our offensive efforts at sea," he declared. "When they didn't, they lost one of the greatest opportunities of the war."

D day and H hour were set by General Eisenhower and his aides in a tented, sylvan camp deep in the heart of the English countryside after examining weather reports. The "big push" had been postponed 24 hours because of unfavorable weather conditions, but now the word went out that 6 June was THE day. The vast machinery of men, ships and planes was set in motion.

Two hundred British minesweepers, starting from England before darkness fell on 5 June, led the way and swept the Channel free of mines in the greatest minesweeping operation in history. They preceded the invasion armada and swept a path to the very shores of Normandy, working in the shadow of the big German coastal batteries.

Plans for the invasion provided for four separate preparatory phases: landings by airborne troops and paratroopers in the rear; a tremendous full-scale night bombing by the RAF on the landing beaches; a sea bombardment by more than 600 battleships, cruisers, monitors and destroyers, and finally a daybreak bombing attack by the full strength of the U. S. 8th and 9th AAF just after dawn and just before the initial landings.

The first airborne troops hit the ground in France early in the morning, and the last were on the ground two hours later. Flying out of bases in Great Britain, the airborne army was transported in planes nine abreast. The formation stretched nearly 230 miles from end to end, and took almost an hour to pass over the target area. Some of the planes carried paratroopers; others towed gliders. More than 1,000 troop-carrying aircraft were used.

The RAF heavy bombers began their attack on the invasion coast about midnight. One thousand of them concentrated on the target area, and for the first time in this war some bombers made two and even three sorties in one day.

Just before dawn, at 0535, the warships of the two task forces moved in and began a furious bombardment of the coastal batteries. The Western Naval Task Force, commanded by Rear Admiral Alan G. Kirk, USN, escorting the American part of the invasion fleet, attacked some 28 German batteries prior to, during and immediately after H hour. German batteries of many calibers, ranging from French 75s up to 280-mm. guns, commanded all the coast around and the approaches to the beaches.

It was estimated that more than 120 enemy guns would have to be dealt with. Of these, the most dangerous battery, because of its strategic location, was on a jutting cliff well above the sea. It consisted of six French model 155-mm. guns with a range of 25,000 yards. The second most dangerous battery was judged to be four 280-mm. turret guns with 49,000 yards' range.

The American warships had larger guns than the Germans and more of them. The USS *Arkansas*, oldest battleship in the fleet, with twelve 12-inch guns, steamed up to within 6,000 yards of the shore and at point-blank range peppered the beach defenses and pillboxes. The stout old USS *Texas*, with ten 14-inchers, stood off at 12,000 yards so as to get the proper elevation to reach the batteries on top of the cliff and fired with everything she had. The USS *Nevada*, which the



Official U. S. Navy photograph

USS Augusta steams close to Normandy coast as landing craft go in.



Official U. S. Coast Guard photograph

Grim Coast Guardsmen ferry American troops to invasion coast.



Official U. S. Navy photograph

Troops wade ashore to reinforce initial assault wave as LSTs unload.

'We Are Getting Into a Fight'

Rear Admiral Alan G. Kirk, USN, *commander of the U. S. Naval Assault Forces, issued the following statement to his command on the eve of the invasion:*

We of the Western Naval Task Force are going to land the American Army in France. From battleships to landing craft, ours is in the main, an American force. Beside us will be a mainly British force, landing the British and Canadian troops. Overhead will fly the Allied Expeditionary Air Force. We all have the same mission—to smash our way onto the beaches and through the coastal defenses, into the heart of the enemy's fortress.

In two ways the coming battle differs from any that we have undertaken before: It demands more seamanship and more fighting. We must operate in the waters of the English Channel and the French coast, in strong currents and 20-foot tides. We must destroy an enemy defensive system which has been four years in the making, and our mission is one against which the enemy will throw his whole remaining strength.

These are not beaches held by an apathetic enemy or defended by hasty fortifications. These are prepared positions held by Germans, who have learned from their past failures. They have coastal batteries and minefields; they have bombers and E-boats and submarines. They will try to use them all. We are getting into a fight.

But it is not we who have to fear the outcome. As the German has learned from failure, we have learned from success. To this battle we bring our tested methods, with many new weapons and overwhelming strength. Tides and currents presents a challenge which, forewarned, we know how to meet. It is the enemy who is afraid.

In this force there are battleships, cruisers and destroyers. There are hundreds of landing ships and craft, scores of patrol and escort vessels, dozens of special assault craft. Every man in every ship has his job. And these tens of thousands of men and jobs add up to one task only—to land and support and supply and reinforce the finest army ever sent to battle by the U. S.

In that task we shall not fail. I await with confidence the further proof, in this, the greatest battle of them all, that American sailors and seamen and fighting men are second to none.

Japs "sank" at Pearl Harbor, opened up with her ten 14-inchers. She and the British monitor *Erebus*, with her two 15-inch guns, dueled with some of the enemy's heavy batteries commanding the westernmost landing beach.

Here were the three oldest battleships of the United States Fleet, pounding out a heroic part in a battle that could hardly have been conceived of when they were built.

Cruisers stood close inshore and sent 6- or 8-inch shells screaming toward the beach. Among these were the USS *Augusta*, the USS *Tuscaloosa* and the new USS *Quincy*, tasting battle for the first time.

Destroyers moved in almost as close as the depth of water would permit and poured out a hail of fire from their 5-inchers. The shelling was so intense that a British destroyer, the HMS *Tanatside*, had exhausted all her ammunition by 0800. It was estimated that 2,000 tons of shells were fired by supporting warships in the first 10 to 20 minutes of the attack.

A number of British warships were in the Western Task Force, including the famed battleship HMS *Warspite* and the new British cruiser, HMS *Black Prince*.

As the invasion armada approached the coast of Normandy, three German destroyers stuck their noses out of the Bay of Biscay with a fleet of minesweepers riding ahead, but this did not divert even one ship from the Allied force. Instead, word was flashed to the RAF Coastal Command and in a few minutes rocket-firing Beaufighters with a Mosquito escort were out to handle the situation. Before long rockets were seen crashing into hulls and through superstructures. All





Official U. S. Army Air Forces photograph

Allied bombers—smoke pouring from one—drop explosives on Nazi installations in support of troops.

three destroyers were in flames as they fled.

Shortly after daybreak a force of 1,300 Fortresses and Liberators swept down on the invasion coast and delivered thousands of tons of explosives on the coastal defenses, followed by the mediums and fighter-bombers of the 9th AAF. The American and British heavy bombers plastered the beaches with 10,000 tons of explosives between midnight and 0800, and Allied planes made 7,500 sorties in this period.

At about 0630 assault boats moved in past the iron obstacles which the Germans had planted offshore. Infantrymen stormed ashore, followed by tanks. At some points Nazi machine guns wiped out some of the troops as the doors of their landing craft swung open. At other points the bombardment had so pulverized the defenses that there was little opposition. When the tide went out some of the small boats were stranded high and dry atop the iron barriers. Some mines in the water and on the beach exploded before they could be rendered harmless by demolition parties.

War Correspondent Ernie Pyle sent back this graphic description of the underwater obstacles:

"The Germans had masses of those great six-pronged spiders made of railroad iron and standing shoulder high in places just beneath the surface water for our landing craft to run into. They also had huge logs buried in the sand, pointing upward and outward, their tops just below the water. Attached to these logs were mines. In addition to these obstacles, they had floating mines in the beach waters, land mines buried in the sand beach and more mines in checkerboard rows in the tall grass beyond the sand. . . .

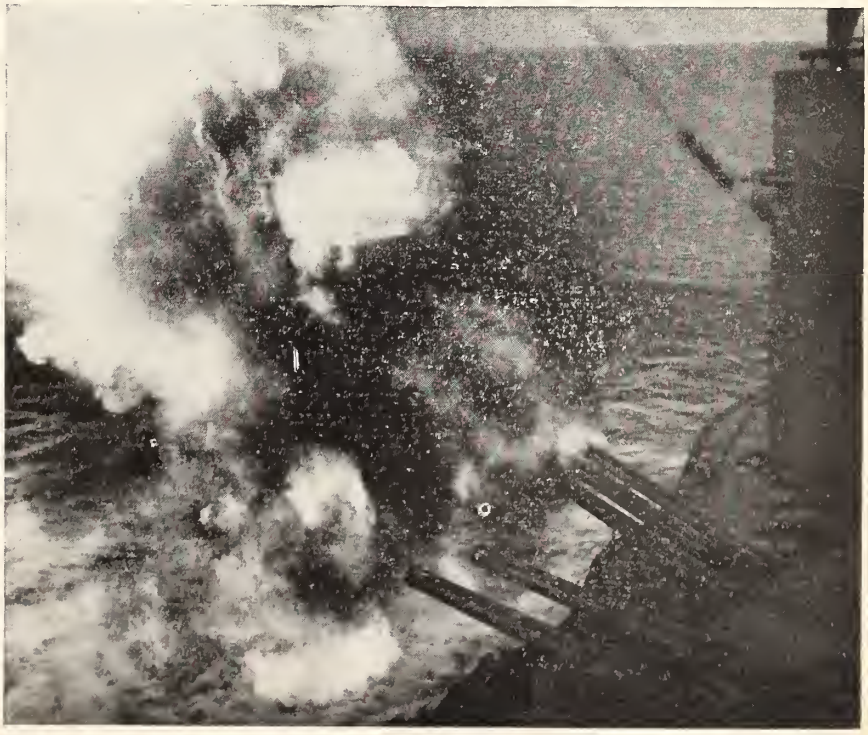
"The first crack in the beach defense finally was accomplished by terrific and wonderful naval gunfire which knocked out the big emplacements. They tell epic stories of destroyers that ran right up into shallow water and had it out point-blank with big guns in those concrete emplacements ashore."

Once on the beaches, the soldiers crouched behind jeeps or tanks, or any cover they could find. Rangers scaled cliffs and attacked prearranged targets. One detachment climbed up a tall cliff and had captured gun positions 15 minutes after it landed.

Small, wooden 83-foot Coast Guard cutters patrolled about a half mile off the invasion coast, picking up survivors from sunken vessels. They rescued at least 444 soldiers and sailors during the first two days. One cutter alone picked up 126 survivors from three stricken ships.

Warships often were called upon to assist troops ashore when a particularly tough battery was encountered. Military experts estimate that one destroyer has the firepower of an artillery regiment, while battleships firing at point-blank range were able to pulverize the most powerful gun emplacements the Nazis had.

Along the Cherbourg peninsula a British battleship, assisted by the USS *Quincy* and several destroyers, pounded away for 36 hours to level some especially troublesome fortifications. The battle wagon, anchored out about three miles, hurled shells from two and sometimes three turrets from midafternoon until late evening. Its targets were wireless stations on a hill, and a nest of German 88-mm. guns about five miles from the American positions. The hill was ploughed with giant furrows and not a thing on it was left standing. Even the trees disappeared.



Official U. S. Navy photograph

Big guns of U. S. S. Nevada batter Nazi positions in France.



British Official Photograph

British naval Commandos creep across Normandy shores, removing mines and other obstructions.

The USS *Tuscaloosa* "took on" the town of Montebourg on 8 June to pave the way for its subsequent capture by ground forces. The Nazis were well dug in around Montebourg, their important gun positions casemated with walls of earth and concrete 12½ feet thick. Their big guns used very fine smokeless powder that made it impossible to spot gun sites unless a spotter happened to see muzzle flashes. The Nazis also used the trick of sending out billows of smoke every time a gun fired, from a position safely removed from the actual battery.

However, officers on the *Tuscaloosa* were able to get the guns by watching the splashes as shells hit the water and started "walking" toward the cruiser. They were in a straight line, and by following them back it was possible to eventually land shells on the guns and knock them out.

Even the *Tuscaloosa's* heavy guns could not completely knock out the well-protected gun emplacements. A direct hit would not destroy the guns but the concussion killed some of the Germans inside and deranged some of the sensitive equipment, such as range finders. Therefore a direct hit would neutralize a battery for 10 to 30 minutes while the Germans replaced equipment and rushed in new cannon fodder.

A destroyer alongside the *Tuscaloosa* joined in the battle and used a few tricks of its own. As German shells began falling closer, the destroyer began belching black smoke, as though about to move. The Germans swung their guns and straddled perfectly the position the destroyer would have occupied had it gone forward. But the destroyer had reversed its engines and gone full speed astern. Thus, the Germans had exposed their gun position without touching the tricky tin-can.

The aerial pre-invasion softening up process, which started months ago, had gradually increased in intensity until, in May, more than 118,940 tons of bombs were cascaded over Germany and the occupied countries. Allied planes made 94,000 sorties and dropped bombs at the rate of two and one-quarter tons per minute. Only occasionally did the Luftwaffe rise to give battle, but on these rare occasions it suffered heavy losses. During May, 1,877 enemy aircraft were destroyed in the European theater of operations. The Allies lost 1,517 planes in operations from British and Italian bases.

Our 8th AAF, going into action 27 days during May, completed more than 30,600 sorties—over 16,400 for the bombers and 14,200 for the fighters. The 9th AAF made more than



Official U. S. Navy photograph

NAZI SECRET weapon: U. S. Navy men dismantle miniature robot tank packed with high explosives.



Official U. S. Signal Corps photograph

FRENCH GIRL in bobby socks (left) comes out of ruins of Isigny as Yanks mop up snipers.



British Official Photograph

British landing barge, kitchen, feeds invaders.



Safely up beach, troops take "breather"—then push on.

30,000 sorties into enemy territory to attack 100 different targets.

The 9th, operating against tactical or semi-strategic objectives—primarily rail, road and canal traffic in northern France and Belgium—dropped over 20,000 tons of bombs, an increase of 60% over the April figure.

Although its operations were directed against traffic over every navigable river in northern France, they were concentrated on the Seine and Meuse. In the last 10 days of May, Marauders and Havocs dropped more than 4,000 tons of bombs on 10 bridges crossing the Seine. This might have tipped off the Nazis to the point selected for the invasion, except that bombs were falling everywhere with almost equal intensity.

Long-range Fortresses and Liberators of the 8th AAF made 48 attacks during May on marshalling yards in France, Belgium, Luxembourg and Germany, 36 attacks on airdromes and hangars, 11 attacks on aircraft factories and 11 attacks on synthetic oil plants. Twelve industrial works, including three shipyards, were damaged in Berlin and five other German cities. One of the most important single targets attacked was the German Army's tank and armored vehicle depot at Konigsborn, which was almost totally destroyed.

In all these operations, the 8th's B-17s and B-24s shot down 428 Nazi planes and lost 310 bombers, less than 2% of the number dispatched. The 8th fighter pilots destroyed 475 enemy planes in the air, many others on the ground, and we lost 171 fighters, less than 1% of those sent out.

The Navy had begun its invasion preparations by expanding naval bases and establishing others in the British Isles. Several large bases, particularly the one at Londonderry, Northern Ireland, have been used since shortly after the U. S. entry into the war. Soon after the Quebec conference last September, Admiral Harold R. Stark, USN, Commander, U. S. Naval Forces, Europe, commenced a great expansion of the base and of training facilities throughout the British Isles. In less than one year naval stations and base facilities of various kinds were secretly built, and through them have been "processed" thousands of officers and bluejackets.

Crews were trained in the special techniques of amphibious warfare; officers and men were taught protective measures against gas; thousands of Seabees practiced the construction of docks, causeways, jetties, barges and ferries; and in cooperation with the Army, many actual landing exercises and full dress rehearsals were held.

The mere assembly of the vast fleet of landing craft used in the invasion

(Continued on Page 52)



LIBERATED French villagers tell Americans how civilian at right killed German sprawled on ground.



Official U. S. Army Signal Corps photographs

CAPTURED NAZIS spend their time behind barbed wire while Allied troops continue their drive inland.

ENLISTED MEN INTO OFFICERS

Increasing Proportion of New Appointments Go to Personnel From Ranks . . . Commissioning of Civilians Sharply Curtailed

Enlisted men are accounting for an increasingly larger proportion of appointments to warrant and commissioned ranks and by fall almost all officers needed for the Navy will be obtained by the advancement of qualified enlisted personnel.

This change in the officer procurement program was announced by Secretary of the Navy James Forrestal and Vice Admiral Randall Jacobs, USN, the Chief of Naval Personnel, at a recent press conference.

Beginning about 1 July almost all new male officers and officer trainees, except doctors, chaplains and engineers, will come from the enlisted grades.

At present some 20,000 men from the ranks are enrolled in V-12 schools, pursuing the necessary courses to fit them for assignments to naval reserve midshipmen's school or other training leading to commissions.

Approximately 3,623 enlisted men have been transferred from other duties to officer training programs and have attained commissioned status. Larger numbers are now undergoing training. Naval reserve midshipmen's schools (V-7 program) regularly receive from the ranks students who have had four or more college terms and who have served four months or more in the Navy depending upon the extent of their college training.

V-5 Reallocation

The Navy flight training program has been revised to include termination of procurement of civilians, lengthening of course, raising qualifications and reducing personnel now under training by 50%. Students already taking primary flight training will not be affected by the slash. *(For complete details see page 69).*

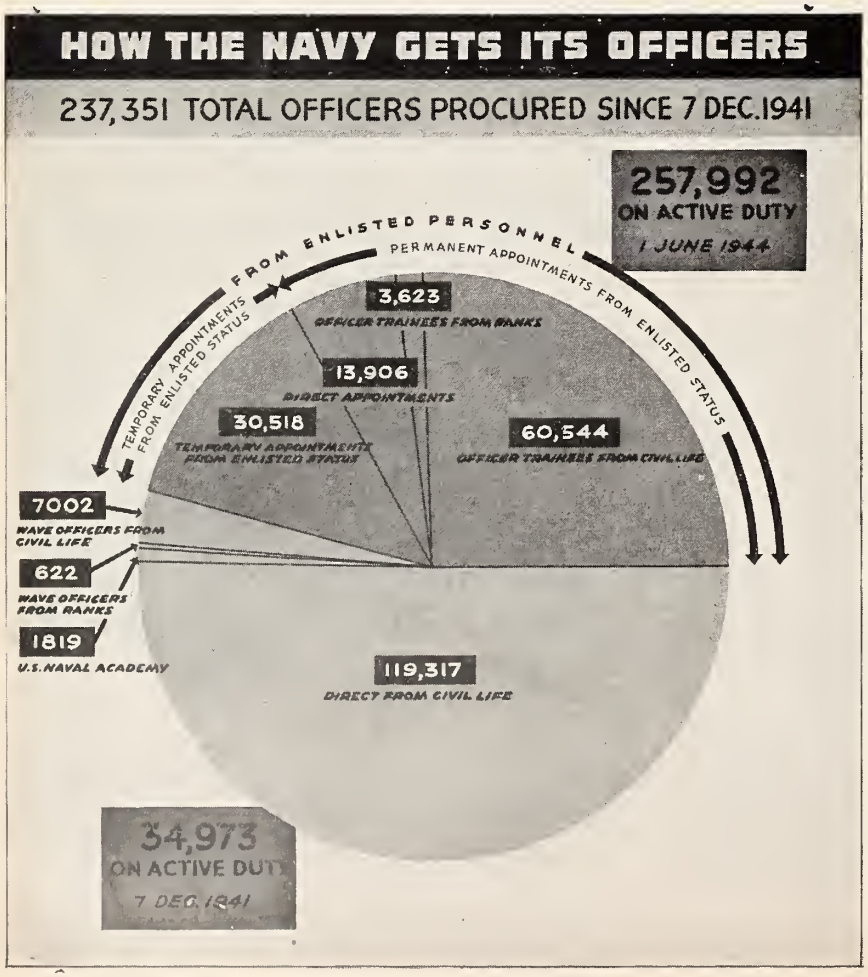
Other enlisted men are attaining officer status through the aviation cadet training program (V-5) for which the educational requirement is a high school diploma or its equivalent.

A definite upward trend can be seen in the proportion of enlisted men to receive appointments to warrant and commissioned rank. In 1942 enlisted personnel accounted for 16 per cent (15,625) of all officer appointments. The figure rose to 21.6 per cent (20,380) in 1943, and during the first five months of this year, those chosen from enlisted status accounted for 27 per cent (12,363). The percentage will continue to increase.

Direct appointments from the ranks are of two types—permanent and temporary. For temporary appointments, the minimum attainment for consideration is that the man has worked up to petty officer first class or above. Having once reached this status he is considered for temporary appointment on the basis of his commanding officer's recommendation, record in service, civilian background, and demonstrated qualities of leadership. He is not required to meet any arbitrary educational standards.

Requirements for permanent appointments are comparable to those required of civilian appointees, except that the man who has seen active service aboard ship is given advantage over the civilian appointee. The equivalent of eight semesters of college is required for a commission, but a weighted scale for the purpose of recognizing enlisted service has been established whereby three months of active duty on board ship is made equivalent to one semester of college work. The equivalent of four semesters of college may be accrued in this way, so that only two years of actual college work are required. Thus, a man with three and one-half years of college is required to serve three months at sea, while a man with two years of college is required to serve one year at sea to be eligible for a permanent commission in the Naval Reserve.

Another method of reaching commissioned status is open to the men of the fleet. Annual quotas have been established whereby each year 100 qualified young men in the regular Navy and 100 in the Naval Reserve



may receive appointments to the Naval Academy on the basis of competitive examinations.

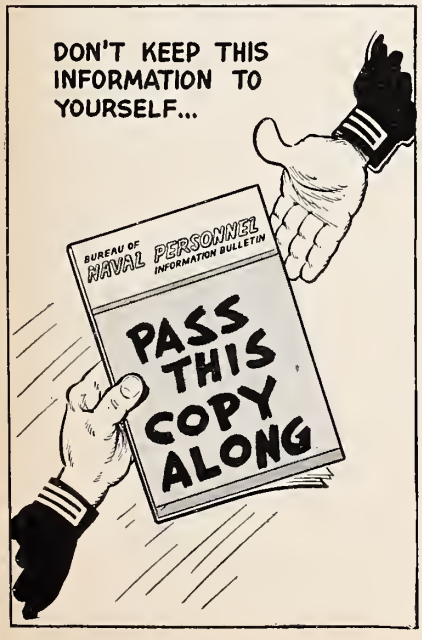
In addition to announcing the increase in appointment of enlisted men to officer status, a general overall picture of the Navy's officer strength was reported at the press conference. Since Pearl Harbor, 237,351 officers have been procured. This includes 7,624 officers of the Women's Reserve, 622 of which formerly were enlisted women.

At the time of Pearl Harbor, the Navy had 34,973 officers. Today, the total strength is 257,992. Attrition (number of officers who have been killed, discharged, or retired since 7 December 1941) has depleted officer ranks by 14,322.

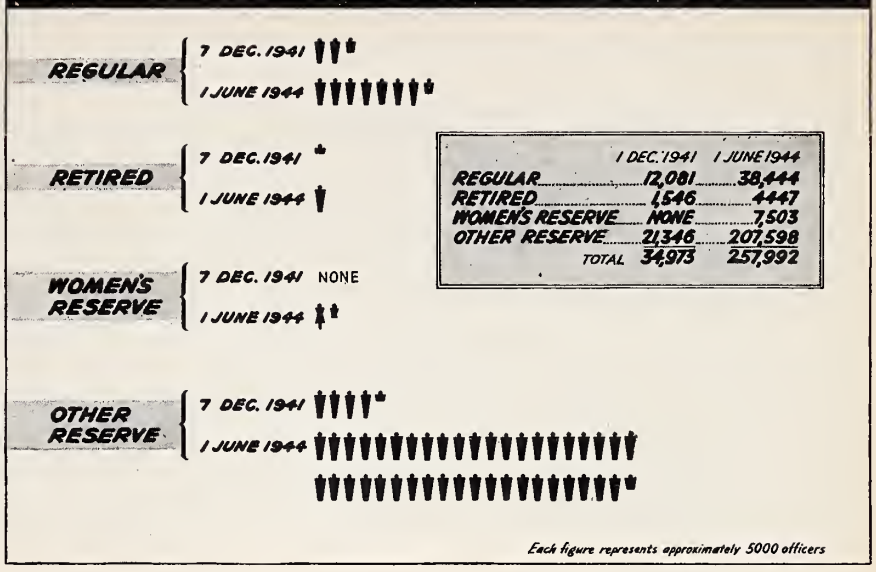
There are at present 48,047 male officers in the Navy who have been appointed to warrant and commissioned ranks from enlisted status during this war (to 1 June 1944). Of this number, 30,518 received temporary appointments and 13,906 received permanent appointments. Approximately 3,623 enlisted men received commissions through officer training programs. This is divided into two groups—1,028 men commissioned through V-5 and 2,595 through V-7 and V-12.

Since the attack on Pearl Harbor, approximately 45 per cent of those men appointed to warrant or commissioned grades once served as enlisted men either afloat or ashore or in the status of apprentices taken into the service from civil life and trained before being commissioned. Numbers in this category total 108,-591.

Of this group, apprentices taken in from civil life to go through officer training total 57,766, with 25,649 officers coming from V-5, 30,969 from V-7 and 1,049 from V-12.



NAVAL OFFICERS ON ACTIVE DUTY



	1 DEC. 1941	1 JUNE 1944
REGULAR	12,081	38,444
RETIRED	1,546	4447
WOMEN'S RESERVE	NONE	7,503
OTHER RESERVE	21,346	207,598
TOTAL	34,973	257,992

In addition to officers supplied by direct appointment and training schools, 1,819 officers have been graduated from the Naval Academy from the beginning of the war to 1 June. During this same period, 2,878 have received commissions through the Naval ROTC program.

In order to meet the emergency demands of an ever-expanding Navy, it was necessary to draw heavily upon qualified men in civil life to fill required billets in great numbers. This was especially true in the case of billets requiring professional men and trained specialists, such as doctors, dentists, chaplains, engineers and other types of administrative talent. From 7 December 1941 to 1 June 1944 the total number of appointments of all types from civil life amounted to 119,317.

Within these limitations all possible effort has been made to exhaust all enlisted sources before commissioning men from civil life. In the officer training programs in particular the quota is set to provide entry for qualified and available enlisted men. The civilian quota is determined by the remaining open billets which cannot be filled from the services.

In this connection, however, it should be noted that in a rapidly expanding wartime Navy, the number of qualified enlisted men who may be appointed to officer status, or selected to attend officer training schools, is the number who can safely be spared by the fleet. Chief petty officers and petty officers first class are the keystone of organization aboard ships. Their services in the intermediate level of command are vital to the successful operation of the forces afloat.

To avoid stripping the ships, it is therefore necessary to restrict the number of petty officers who may be drawn from the fleet to fill officer billets in other duties. Qualified petty officers become available for appointment when sufficient numbers of trained and experienced men in lower ratings are ready for "fleeting up" into petty officer jobs.

Thus in the future, with the appointment of enlisted personnel to commissioned status looking brighter than ever, it won't be unusual for one officer to say to another—"Sir, where did you go through recruit training?"

Qualifications for Officer Training

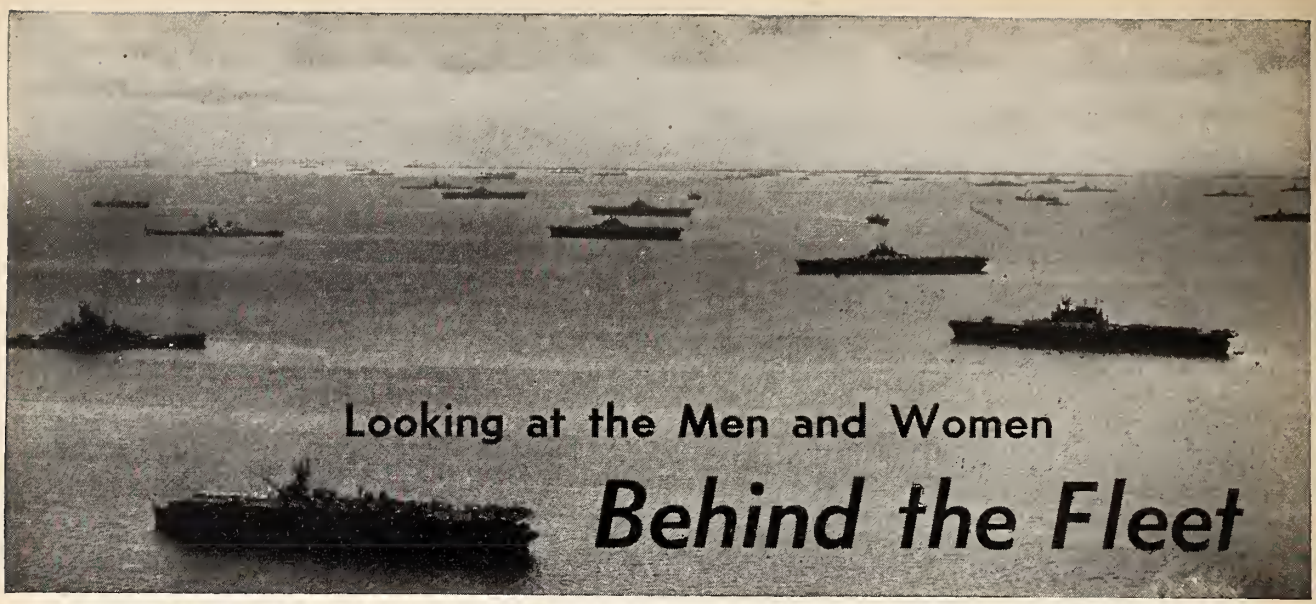
Information concerning eligibility of enlisted personnel for officer training programs and the Naval Academy may be found in the following references:

Class V-7 (reserve midshipmen's schools)—BuPers Circ. Ltr. No. 143-44 (N.D.B., 15 May 1944, 44-578).

Class V-5 (aviation cadets)—BuPers Manual, Art. H-10302.

Naval Academy and Naval Academy Preparatory School—BuPers Circ. Ltr. 102-44 (N.D.B., 31 March 1944, 44-388).

For direct appointment to commissioned grade from enlisted status, see Alnav 23-44 and BuPers Circlets 159-42, 152-43 and 246-43.



Looking at the Men and Women

Behind the Fleet

Official U. S. Navy photograph

ABOVE: Carriers and battleships are shown among U. S. Navy vessels at anchor in Marshalls following conquest of those Jap islands. "Whenever a Navy task force strikes," Mr. Stevenson points out in accompanying article, "the success of the operation is bolstered by the efficiency of those who build, repair and supply the fighting ships and of those who select, train and assign the fighting men."

Manpower Survey Helps Navy Shift Personnel for Maximum Efficiency

By JOHN A. STEVENSON
Civilian Member of Navy Manpower Survey Board

The United States Navy, having massed the mightiest striking power in its history, today is in the final stages of a significant wartime survey designed to put every ounce of its land-based manpower behind the knockout punch at sea. The six-man Navy Manpower Survey Board, appointed last November by the late Frank Knox, then Secretary of the Navy, has been charged with this specific responsibility: to streamline the manning of all basic land operations so as to back up the Navy's fighting strength. For the last six months, approximately 500 civilians and 750 naval officers have been engaged in an intensive scrutiny and over-all review of all Navy, Coast Guard and Marine Corps shore establishments.

The survey is the first of this scope and character ever attempted in naval history. It also marks the first time in the 168 years of naval tradition that civilian experts of the United States have been called upon in large numbers to sit in official naval councils and help with such a stupendous job as the surveying of 3,000 naval activities which involve a total personnel approaching 1,500,000 men and women.

This plan of co-operative effort was undertaken with some hesitation, frank misgivings and slight skepticism on the part of both naval authorities and civilians. Many of the civilians, both industrialists and professional men, came in with "doubting Thomas" reservations, fearing the survey might be only a "white-wash" or that they, the civilians, were merely being called in for window-dressing. Naval officials, on the other hand, doubted honestly whether the civilians would roll up their sleeves and really do a job. Both groups were agreeably surprised.

Chairman of the board is Vice Admiral Adolphus Andrews, USN (Ret), former Commander of the Eastern Sea Frontier. Assisting him are Rear Admiral Charles W. Fisher Jr., USN, Captain Paul F. Foster, USNR, U. S. Civil Service Commissioner Arthur S. Fleming, R. Randall Irwin, and myself.

It is easy to understand the purpose of the survey if we review for a moment some of the Navy's problems. The Jap attack on Pearl Harbor unleashed our determination to retaliate swiftly and effectively. That memorable date—Dec. 7, 1941—signalized the beginning of a tremendous military expansion period. The Navy virtually mushroomed overnight, adding thousands of men hurriedly to its ranks. In the hurly-burly of quick placements, men were put into jobs where they were needed most at the time. The Navy's need for quick expansion in a tight labor market obviously created some understandable maladjustments.

In view of this situation, the Navy Manpower Survey Board was appointed to determine whether shore establishments were over-manned or under-manned and whether the Navy's manpower was being utilized to the best possible advantage. The appointment of this temporary board did not imply that the Navy has been "resting on its oars" with respect to the problem of personnel utilization.

It meant that for the Navy a second stage of the war had been reached which necessitated a survey of activities to decide where sails should be trimmed and where procedures could be made more shipshape so that no manpower was wasted. For the first time since Pearl Harbor it was possible to take stock and review activities in the light of existing needs. The Navy Manpower Board, therefore, was set up to procure an over-all, balanced view, thereby supplementing the continuing efforts of the naval officers concerned with the management and personnel of shore establishments. One of the main objectives of the Manpower Board's survey is the moving of all able-bodied, capable fighting men away from desks and into action where all of them want to be. To quote Admiral Andrews in regard to the officer personnel situation: "Surplus officers now on shore, who are capable of going to sea, should be sent to sea; and all those who are not capable of performing their duties properly should be placed on the inactive list. Every officer, active, retired, regular or reserve must pull his weight in the boat—or get out."

At the present time, of course, we cannot expect a drastic, over-all re-

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duction in the Navy's shore personnel. Our Navy still is expanding at an unbelievable rate. Statistics tell the story: Three weeks after Pearl Harbor, on Jan. 1, 1942 we had 913 ships in commission. Two years later, the Navy had 4167. During 1944 we are launching 12 new ships a day—one every two hours. A total of 4,000 hard-hitting sea-going vessels will be added to the fleet this year. Officers and crews are needed to man these ships and more personnel are needed ashore to supply and repair these additions to the fleet. By the end of this year, the Navy's officer and enlisted personnel alone will exceed 3,000,000. The Coast Guard and Marine Corps together will add almost three quarters of a million to that figure.

In this expanding Navy, the shore establishments play a vital role. Whenever a Navy task force strikes at a Jap outpost in the Pacific, whenever the Navy safely convoys men and material to the fighting fronts, engages an enemy force or provides cover for a landing party—the success of the operation is bolstered by the efficiency of those who build, repair and supply the fighting ships and of those who select, train and assign the fighting men. It is with the personnel of the shore establishments that the Manpower Board particularly is concerned.

At the midpoint in our work we were surveying the activities of 677,242 civilians, 100,601 officers and 507,424 enlisted personnel in this country, Puerto Rico, Panama, and Hawaii, by means of an efficient field organization built up almost overnight. To speed up the survey, district navy manpower survey committees were set up in each of 15 naval districts. These committees, in turn, had the responsibility of choosing subcommittees to study many individual activities. The members of these groups were naval officers, Civil Service officials and civilians drawn from business, industry and the professions. All civilian members serve without pay.

Members of the survey groups were assigned to make physical inspections of activities in which they had had comparable experience. A minimum use was made of questionnaires and statistics; red tape and all unnecessary time-consuming procedures were eliminated. General over-all surveys were substituted for detailed management surveys on the theory that short-time reviews which were 80% effective in accomplishing our purpose would have more practical value than comprehensive studies which took two years or more to complete. In the conduct of the surveys, labor has been most understanding and co-operative. We have had helpful assistance from the American Federation of Labor, the Congress of Industrial Organizations and the National Federation of Federal Employes.

In asking civilians to help, the Navy has opened the door for landlubbers to aid in the war crisis and these civilians, in the judgment of top-flight Navy men, are turning in a good job. One high ranking Navy officer, for instance, has written: "Had I the job to do over again, I would press into service twice as many civilians. Their observations and assistance have been of inestimable value. We have 25 working with us—industrialists, business and professional men. They have taken the matter very seriously and the Navy here will benefit in more ways than one from their participation. I presume I, as well as many others, was of the opinion at the outset that they would not take off their coats nor would they, as amateurs (presumably) be able to help us. But they have done so with a vengeance and have frequently pointed out to us practices which were not of the best and indicated what corrective action should be taken. Whenever the district committee has not concurred with the recommendation of the group, which has happened but infrequently, they were ready to go to bat to substantiate their conclusion, whether it was for a reduction or for an increase." Another naval officer, after praising the work of the civilians, commented, "They were not hard-boiled enough." This was, in a sense, a compliment. It wasn't our job to be hard-boiled but only to get the facts.

On the other side of the picture, scores of successful industrialists, who served as volunteers, have expressed their admiration of the sincerity and honesty with which naval personnel approached the survey, and characterized the Navy officials as "a fine bunch of officers who attacked the problems with thoroughness."

Speaking as a civilian I should like to state that the naval officers could not have been more genuinely co-operative. This has been an open, candid survey. It has not been a self-inspection tour led by naval executives but an honest scrutiny. I have seen no evidence of any attempt on the part of naval officers to give the civilians a "brush-off." For the last six months, officers and civilians, working together, have provided a practical example of naval-civilian co-operation in a democratic nation. Each group has respected the other's contribution. I hope from this experience, which both have enjoyed, a new entente cordiale may come into being so that civilians and naval personnel in the future will be able to work together on mutual problems.



Official U. S. Navy photograph

Vice Admiral Adolphus Andrews
Chairman, Navy Manpower Survey Board

Reports have been received from all parts of the country. A high percentage of our recommendations to the Secretary of the Navy already have been put into effect. In view of the changing complexion of the war, we have concluded that it is now safe to abandon some activities or merge them with others.

Final figures will be incorporated in the complete report of the Manpower Survey Board to the Secretary of the Navy. As of May 15th, substantially over 85,000 officers, enlisted men and civilians have been recommended for transfer. Many are now at sea or advance bases, or undergoing special training for overseas duty. Surpluses found at certain shore establishments have been or are being assigned to other duties—many to areas where shortages were discovered. It is to the Navy's great credit that undermanned stations were operating superbly in spite of their manpower shortage.

While the immediate dividends from the survey come from eliminating the maldistribution of personnel and breaking up manpower bottlenecks, there are intangible results of definite importance. The survey has produced a greater comprehension of the need for economical utilization of manpower. It has re-emphasized to both officers and civilians the complex, non-repetitive and unpredictable character of the tasks which must be accomplished by the Navy. It has set up certain standards, which can be advantageously applied now and in the future. In short, many lessons learned from the survey will help to shorten the war and will aid the country in meeting the problems presented by post-war conditions.

I have been tremendously impressed with what I have seen in some of the training centers—particularly in those concerned with sub-chaser and air training. Some of the educational techniques developed by the Navy are likely to revolutionize the whole program of training in industry and will, no doubt, have a far-reaching effect on scientific and engineering education.

Our Navy was a dominant factor in

(Continued on Page 53)



650 Legal Assistance Officers Now Giving Advice to Naval Personnel and Dependents

JOHN SMITH, S1c, lost his wife just after he entered the service. He had two small children. When he was killed in action in the Southwest Pacific, it was discovered that Smith left no will and had made no provision for anyone to look after his property or his children. His relatives squabbled over the custody of the children and a court finally stepped in and named a guardian.

This legal trouble might have been avoided if Smith had spent a few minutes with his legal assistance officer before he left the continental limits and had drawn up a will.

Have you drawn up a will? Do you have an automobile registered in your name? Who is going to get the license plates or, if necessary, sell it while you are away? Are you afraid your family will be evicted from their home? What taxes must you pay while you are overseas?

These, and a thousand other personal legal problems, are being solved today by 650 legal assistance officers at naval activities throughout the U. S. and overseas. During the first six months of the Navy's legal assistance program, about 89,000 cases were handled. News of this service has spread, and it is estimated that 250,000 cases will be handled during the second six-month period.

Legal assistance offices were authorized by then Acting Secretary Forrestal in a letter of 26 June 1943 (N.D.B., Cum. ed., 43-1164) to all ships and stations. Under its authority commandants and COs of naval activities, including Marine Corps and Coast Guard, assign an officer or enlisted man as a legal assistance officer. Such person must be a member of the bar of a state, territory or the District of Columbia.

At smaller activities legal assistance is only a part-time job for an officer, while larger stations sometimes have several officers at it full time.

It is not mandatory for a CO to appoint a legal assistance officer, but in activities where such offices have been established, morale has noticeably improved.

The district legal officer of each naval district exercises general supervision of all legal assistance officers within the district, while the general organization and direction of these officers comes under the jurisdiction of the Judge Advocate General, Rear Admiral Thomas L. Gatch, USN, former CO of the USS *South Dakota*. Comdr. Richard Bentley, USNR, is chief of legal assistance.

The function of legal assistance officers is to advise naval personnel and their dependents with regard to their *personal* legal problems. However, these officers cannot appear in court or advise naval personnel on disciplinary or official matters, or assist them in claims against the government. When a problem arises which involves court proceedings, the case is referred to a volunteer civilian attorney, through an arrangement established last July between the Navy Department and the American Bar Association. Thus there is a minimum of encroachment upon the functions of the civilian bar.

State bar war-work committees have been established in every state, and they stand ready to assist servicemen with legal advice, which usually is gratuitous. Naturally, civilian attorneys may charge fees when they represent a serviceman in extended court proceedings, or in cases where the services produce financial returns, but even then their fees are lower than those ordinarily charged.

A large proportion of the cases handled by naval legal assistance officers deals with domestic problems. A sailor may hear that his wife is stepping out, and he wants a divorce so he can stop her family allowance. Perhaps a man's wife is suing him for divorce, and he wants to know what he should do. Can she obtain custody of their children?

These domestic problems—especially those dealing with divorce—are most difficult for legal assistance officers to handle. Every state has its own divorce laws, except South Carolina, which does not issue divorces at all. It is very difficult—almost impossible—for a man overseas to obtain a divorce because most states require a plaintiff to be present in court and have at least one witness. The grounds for divorce, annulment or

separation range from adultery to incompatibility, and these vary greatly in different states. You can't obtain divorces by mail, and in many states they are difficult to obtain at all.

Incidentally, thanks to the Soldiers' and Sailors' Civil Relief Act, no serviceman need worry about coming home to learn that he was divorced by his wife while he was overseas. No judgment can be entered against him, without his consent, while he is in the service if his defense is materially affected by reason of his service.

The legal assistance officer on a large warship may be called upon to advise men from 48 different states; so he must have at least a general knowledge of the laws of every state in the Union. To assist him, the Office of the Chief of Legal Assistance in the JAG Office obtains and sends out legal material to all legal assistance officers. This includes, among other things, pamphlets containing digests of the laws of each state relating to servicemen. These are prepared under the direction of the American Bar Association by outstanding lawyers practicing in the various states. These lawyers have done the work without charge as a patriotic service to men in the armed forces. Other material is obtained from the National Association of Legal Aid Organizations, law publishing concerns, etc.

Taxes also are a subject of much concern among naval personnel. Men want to know if they can postpone paying real and personal property taxes until the war is over. Are they subject to state income and personal property taxes in the state where they now reside temporarily under orders?

To meet one such problem, a memorandum for the information of officer and enlisted personnel residing in Virginia was issued by the Office of the Judge Advocate General to clarify the law on real and personal property taxation. Its general conclusions, which apply also to naval personnel on duty in any state, are to the effect that a serviceman is not liable for the state capitation tax, but must pay taxes on tangible personal property, such as an automobile or household effects and, of course, real estate.

It also has been established that a serviceman temporarily on duty in one state does not have to pay a state income tax there if he maintains a legal residence in another state.

The widow of a Navy captain killed in the Pacific had some personal property in storage in a Washington warehouse. District of Columbia tax collectors notified her that she would have to pay a property tax on it. She wrote from San Francisco for legal advice. The legal assistance office discussed the matter with tax officials and it was agreed that the widow would pay $35 tax for the two years that $1,000 worth of property had been stored in Washington. She gladly thanked the legal assistance office for saving her a trip from San Francisco to Washington, D. C.

Leases and controversies over rentals and evictions compose a large part of the cases handled by legal assistance officers. They recommend that the so-called "Army and Navy clause" be inserted in rental leases to protect servicemen who may be transferred at any time. Following is the suggested wording:

"The parties hereto agree that in the event the lessee is officially ordered by the Navy Department to duty outside of ..... (city where now stationed) and the lessor is duly notified thereof in writing by the lessee, then and in that event this lease shall cease and terminate 30 days after the date when the next monthly payment of rental is due."

One father wrote in as follows: "My son left his property in my care when he enlisted in the Navy. I rented his house to some people with the agreement that they would keep it in good condition and clean and free from bed bugs. They have been holding drunken brawls and the walls in the bedroom have been damaged. I understand the place now is over-run with bed bugs and the renter refuses to let me fumigate it . . . I have given them notice to move, but the bed bugs will have the place carried away if I have to wait 30 days. What can I do? Does my son have to fight to protect this country for people like that?"

The legal assistance officer called in a civilian attorney connected with the state bar war-work committee in that community, and the tenant and bed bugs were evicted.

Legal assistance officers, particularly those at or near ports of embarkation, assist officers and men in drafting wills and powers of attorney on the eve of their transfer to duty afloat or overseas. These are matters which should not be left until the last moment, but unfortunately that often happens. While many ships now have



legal assistance officers, it is recommended that everyone put his personal affairs in order well in advance.

The legal "bible" for servicemen is the Soldiers' and Sailors' Civil Relief Act of 1940, as amended 6 October 1942. It was enacted by Congress to protect those in military service from financial and legal difficulties, and to protect them and their dependents in many ways.

It provides that interest on obligations incurred before service cannot exceed 6% during service after 6 October 1942, unless the creditor applies to a court and it is decided that the debtor's ability to pay over 6% is not materially affected by his service.

It provides that payment of state or federal income taxes may be postponed under certain circumstances for men at sea or overseas, and stays the sale of servicemen's real or personal property for collection of delinquent taxes if their ability to pay is substantially affected by their service.

Installment purchases, conditional sales, repossessions, mortgages, loans, storage charges, etc., if contracted before entering the service, fall within the moratorium provided for men in the service. In most cases such debts may be paid off after service in equal installments over a period equal to the full period of service.

Private life insurance up to $10,000 may be protected against lapse under terms of the Act.

This act merely postpones and does not wipe out obligations. It usually will be best for those who can to continue making payments they have undertaken.

A legal assistance officer's advice on these matters should be obtained.

The Army has a legal assistance program which is coordinated with the Navy's. For instance, a soldier may obtain legal advice from a naval legal assistance officer, if no Army legal assistance officer is available, and vice versa.

The American Bar Association, state bar associations and their war work committees have rendered invaluable aid in establishing the legal assistance program. Thousands of civilian attorneys have given their time and services unselfishly that servicemen may be freed of legal worries. Within the last few weeks the Navy has given Certificates of Appreciation to 10 state bar associations in recognition of their assistance in "contributing to the morale of naval personnel and to the successful prosecution of the war."

The primary purpose of the Navy's program is to help personnel by relieving their minds of worry concerning legal problems. So if you have any personal legal problems, Mac, just ask your legal assistance officer. He will give you straighter dope than the best "sea lawyer" that ever walked a deck.



AT LEFT are the pilot and crewmen of one of TBFs in first rocket attack on U-boat. Left to right: Charles H. Gertsch, ARM3c, Lt. (jg) Leonard L. McFord and William H. Ryder, AMM2c.

True -Story Adventures:

TBF Pilots Describe Fireworks In First Rocket Attack on U-Boat

Rockets made their debut in the air war on submarines when two Navy bombers recently used the new weapons against a U-boat which in all probability is now resting on the floor of the Atlantic.

Operating from an escort carrier, the planes—Grumman TBF Avengers—caught the Nazi submarine by surprise on the surface. Attacking with the new self-propelled projectiles developed by the Navy and backing up the "Buck Rogers" attack with older weapons, the aircraft apparently destroyed the sub without damage to themselves.

Pilots of the two planes were Lt. (jg) Leonard L. McFord, USN, 26, Baltimore, and Lt. (jg) Willis D. Seeley, USNR, 24, Huntington, Ind.

"Searching the rough seas," Lieutenant McFord explained, "I saw something that looked like a long white streak. I wiggled my wings to catch Seeley's attention and we headed for it, keeping cover in the clouds. It was a sub.

"At about two miles we ran out of clouds and I started my attack, firing my rockets. I think I got one and probably two hits."

Lieutenant Seeley joined the attack and scored two definite hits and two probables. Surprised, the sub did not open fire against the first plane but sent up an intense antiaircraft barrage against the second. As soon as Seeley's plane cleared the U-boat, McFord returned with depth charges.

"I dove full throttle," he continued. "I could see the tracers coming by me and forming a cone around the plane. Then I dropped my bombs right on the sub."

Seeley came in next, but his bomb-bay doors failed to open. In making his run he had a perfect view of Lieutenant McFord's attack.

"He scored a perfect straddle," Seeley said, "one depth charge exploding abaft the conning tower on the port side and the other exploding immediately forward of the conning tower on the starboard."

The U-boat, badly damaged, was still surfaced, circling left. McFord went in for a machine-gun attack. He was so intent he came within 20 feet of the conning tower.

"I could see my bullets hitting, making white marks on the conning tower," stated the flyer. "The flak was heavy but I could see no one on deck. There were certainly a lot of guns, so many the sub looked to me like a picket fence."

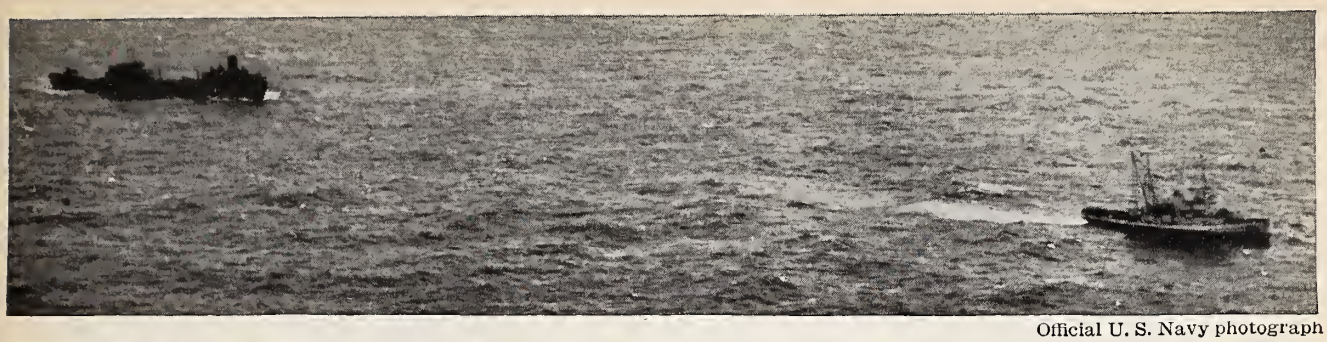
Then Lieutenant Seeley came back. The U-boat started to submerge but the pilot dropped his depth charges squarely over her conning tower. The charges exploded and sent the sub up to the surface at a 50-degree angle.

Then she settled back and started to circle slowly, with barely any headway. She began to bob up and down, stern under and bow tilted at an angle. Then she went dead in the water and there was a big puff of yellowish-green smoke — apparently from an internal explosion. Down went the U-boat, stern first.



Official U. S. Navy photographs

U-boat, caught on surface, is seen from one of the attacking planes.



Official U. S. Navy photograph

Aerial view shows USS Choctaw laboring valiantly through the Atlantic with her awkward burden.

Navy Tug Tows Tanker 950 Miles--Stern First

Day after day for almost a year the 1,600-ton tug *Choctaw* towed targets for larger ships to shoot at. That was as close as the tug came to war or heroics. Then one day the *Choctaw* was ordered out to sea. When she put into port again it was amidst cheers.

She was towing a crippled 10,200-ton tanker, stern first, loaded with 5,500,000 gallons of aviation gasoline. It was the longest hitch-hike of the war—950 miles—and took 24 days.

The preface of the story of the *Choctaw* starts early one black morning last February when a United Nations convoy in the North Atlantic was bound for the European theater.

All was going well when suddenly the S.S. *El Coston*, a Panamanian cargo ship of 7,000 tons, suffered a steering gear breakdown and crashed into the S.S. *Murfreesboro*, a new U. S. tanker laden with aviation gasoline.

The night was illuminated and a tremendous explosion followed as the *Murfreesboro* was fired. Before the stricken *El Coston* could back free from the gaping hole driven in the tanker's side, she too was blazing.

The fire aboard the *El Coston* was brought under control and the badly damaged ship escorted toward Bermuda, the nearest land. Later, she sank.

Meanwhile, the abandoned *Murfreesboro* continued to float, although raging fires threatened her inflammable cargo. Thirty-one survivors of the tanker had already been taken aboard the USS *Ricketts*, a convoy escort. After the ramming, 43 other members of the tanker's crew were assumed lost, but 25 were picked up later.

A boarding party from the *Ricketts* was unable to extinguish smouldering fires in the compartments of the *Murfreesboro's* gasoline tanks, but found her engine room, fire room and machinery in good condition.

Rear Admiral Ingram C. Sowell, USN, commandant at NOB Bermuda, then ordered the *Choctaw* into action. The tug proceeded at full speed to the aid of the *Murfreesboro*.

Three days later the tug, under the command of Lieut. John Dexter Garland, USN, 43, Somerville, Mass., sighted the tanker. Her mainmast lay broken amidship, the topmost part in the water. Charred pipes on her deck and gaping holes in her side offered mute testimony to the fire.

The *Choctaw* maneuvered alongside for five hours before a boarding party reached the tanker's decks. Soon afterward a towing line was fired to the tanker by a line-throwing gun. Then the towing ordeal began.

First two days of the towing amounted to a "holding operation." The line broke the first night with the tanker then drifting in heavy seas. A second line was secured the next morning. This line snapped the second evening, and once more the tug maneuvered around the crippled ship. Lieutenant Garland estimated that 40 miles were lost by drifting.

Water rushing into the huge forward hole created a considerable drag and made the slightest headway impossible. On the second evening it was decided towing by the bow was impractical, and preparations were then made to tow the tanker by her stern.

An improvised towing line, 1,800 feet long, consisting of a 2¼-inch chain and a 1⅝-inch wire, was used.

Three more days of heavy seas made progress a virtual impossibility, but the sturdy little tug stayed with the tanker. The crew worked feverishly, standing watches every four hours and catching sleep whenever possible. Cooks, yeomen and storekeepers stood gun watches while regular watch standers assisted in the towing preparations.

It was the first trip to sea, of any length, for many of the crew, but, as one member put it, "We were so busy we didn't have time to get seasick."

Lieutenant Garland had estimated the voyage would take 10 days. On the 24th day the tug steamed into a Bermuda port, her mission completed and successful. Her average speed for 18 towing days was 1.67 knots. During one 24-hour period she actually lost three miles.

Two PTs Battle Two Nazi DDs

Two U. S. PT boats took on two German destroyers recently in the Mediterranean, lured them away from a convoy they should have protected, scared the wits out of them with a torpedo attack—and got home safely.

What's more, the convoy is no more!

The action occurred 20 miles north of the island of Elba. The *PT 212* and *PT 214* were serving as a scouting unit for a light British-American force that had been striking at German convoys sneaking down the Italian coast.

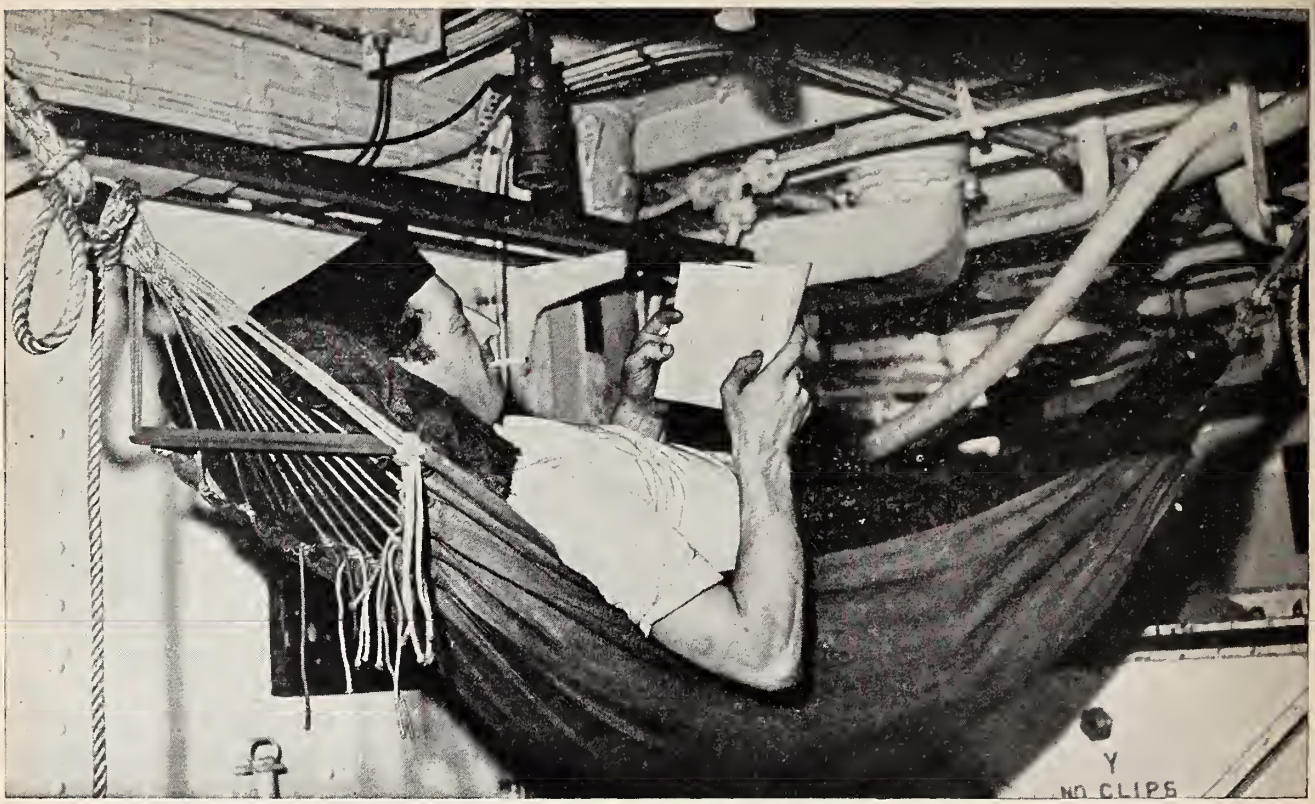
About midnight the PTs contacted a group of German F-lighters (similar to our tank-landing craft) moving south with supplies for Nazis in Italy. Reporting the convoy's course to the main Allied force, the torpedo boats cleared for action. Their job was to attack and divert the attention of two nearby German destroyers while the main force went after the F-lighters.

With a clear path ahead, the PTs opened throttle and roared toward the destroyers. At 350 yards, *PT 212* released two torpedoes and *PT 214* followed with one.

PT 212, under the command of Lt. (jg) Harold B. Lerner, USNR, 30, San Francisco, turned sharply, kicked the throttle wide open, and began laying a smoke screen. The destroyers opened fire, first sending up star shells to light the whole area. Then came the hail of steel from the destroyers' guns. Once, zigzagging inside the smoke screen, the *212* came out in the clear. As the fire from the destroyers' guns converged, she ducked for cover.

PT 214, commanded by Lt. (jg) Robert T. Boebel, USNR, 24, Milwaukee, was not so fortunate. The smoke devices failed to work and, as a result, she took several bursts from the destroyers' light guns in her side. Fragments damaged the engine room and injured two men. But first the *214* scored a torpedo hit on one destroyer.

Meanwhile, as the PTs were playing their game of hide-and-seek, the main Allied force swooped in on the F-lighter convoy and in 40 minutes proceeded to sink or blow up the lot.



"The British tar," says Mr. Baldwin in the accompanying article, "still likes his hammock."

Royal Navy Changing

Old Customs Linger, But a New Note Of American Influence Is Creeping In

By HANSON W. BALDWIN

Reprinted with permission from The New York Times

ABOARD A BRITISH ESCORT CARRIER AT SEA, May 19—The old customs continue, though war and its imperious necessities have brought a host of changes to His Majesty's Navy.

Today many British men-of-war are built, much of the Royal Navy's equipment is made, in the United States; even the blankets and bedspreads aboard this "baby flat-top" are marked "U. S. Navy." From boatswain's pipes to teapots—the latter one of the most important items aboard a British warship—this ship, built in the United States, is outfitted from keel to truck with standard United States Navy equipment. Much of its crew, nearly all its officers except "the Owner" (the captain), were in civilian occupations five years ago. Yet each day the ratings still draw their tot of "Nelson's blood" (rum), and each morning at 6:30 o'clock the boatswain's mate's pipe skirls over the loudspeakers, and a Lancashire, Scottish, Cockney or Welsh voice chants to the sleeping crew the immemorial invitation to arise:

BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

REPRINT OF THE MONTH

"All hands! All the hands—Heave Ho! Heave Ho! Heave Ho! Lash up and stow; lash up and stow. Wakey, wakey, rise and shine; the morning's fine; you've had your time and I've had mine—The sun's scorching yer bleedin' eyes out. Beautiful dreamer; lash up and stow—'The cooks to the galley' has gone long ago. Show a leg! Show a leg! Make a move!"

The British Navy today, under the influence of war, is a picturesque blend of new and old—the newest of ships and technical devices, the oldest of traditions. The influence of American thought and of American naval practice, which was itself derived from the British, is making itself felt. The Fleet Air Arm, for long a struggling and backward stepchild of the Royal Air Force, has at length written a comprehensive declaration of independence and is now building up a formidable force of ship-based planes, operated from numerous carriers, a force that is frankly patterned on American experience.

The seamen, judging from a recent "concert" aboard this ship, frankly prefer American "boogie-woogie" to the old tunes of England.

John Peel and *Who Killed Cock Robin?* evoked only mild interest, but *Pistol Packin' Momma* almost brought down the bulkheads of the "Canteen Flat" (compartment) where the "sing-song" was held. American movies—both the products of Hollywood and some of the excellent training films produced by our Navy—play a prominent part in the British sailor's life today. So, too, do American cigarettes and matches.

Few Americans and probably few British realize what "lend-lease" and, to a considerably lesser extent, "reverse lend-lease" have meant to the British and American navies in material, philosophical, cultural and spiritual grounds. The two navies—probably the only great fleets that will remain when this war is done—have been far more closely associated in the last two years than in the first World War.

In the first World War it was, generally speaking, the British Fleet that left its impress of good upon the American Navy; in this war, though the United States Fleet has learned much from its principal naval ally, the process has been more or less reversed. The process of exchange has been on the whole a glad and willing one; as far as this observer knows no technical or tactical secrets have been withheld by either party.

A major part of American naval strength, of course, has been engaged

in the Pacific in a war in which the British have not yet been able to participate fully. Yet there can be no doubt that the Royal Navy is preparing to throw its maximum strength against Japan once Germany is defeated. The fusion of tactical and technical thought—and even to some extent of routine and customs—already well begun in the Atlantic—may thereby be brought to fruition in the Pacific. If it is, the two navies, for the first time in their history, may at the end of this war speak a common tongue. In some sense an Anglo-American Navy may result.

This is not to say that national habits, customs or traditions are being abandoned by either party or that either navy is dominated, or is likely to be dominated, by the other. There are too many evidences to the contrary.

This "baby flat-top," for instance, built to a standard and more or less mass-production design, happened to be turned over to Britain, but, except for its crew and certain minor changes in its structure and for differences in custom and routine, you might think you were aboard an American escort carrier. The naval planes the British are using are chiefly American—Grummans and Vought Corsairs. The guns are standard U. S. equipment.

But though this ship is only a few months old she is already wrapped in an atmosphere of tradition. You feel yourself caught up in the almost casual and unhurried pace of history—something foreign to the somewhat exuberant and youthful atmosphere of the American wardroom or forecastle.

The difference starts in the morning with the boatswain's "wakey-wakey" piping, and is evident throughout the day. The day usually begins, on this ship, at 6:30 a. m., and the hands are piped to breakfast at 7. The crew is divided into watches much as they are on an American ship, but instead of being numbered in four sections, the watches are known as "port" or "starboard," or curiously enough, as "red," "white" and "blue."

The morning is for working, with the ratings busy about their parts of the ship, starting at 5 minutes past 8, and with a 10-minute "stand easy" for smoking at 10:20. At 11 comes a pipe unknown to the American Navy—"Up spirits," when the rum is carefully measured out, half a gill (imperial measure) for each man. The chiefs and petty officers get theirs "neat," or undiluted, with the noon meal. The enlisted men have theirs mixed with two parts of water to one of rum. Either way it makes a good stiff drink. The seamen of the old navy still drink their rum ceremoniously with a "The King, God bless him," but the "hostilities" men (duration of the war) know little of these customs.

After a noon-day dinner, there are working hours again in the afternoon, or hands may be ordered to "Make and Mend"—another survival of the old days when sailors made and mended their own clothes. Or they may have—and usually do have, in their rare days in port—the afternoon free. At 4 p. m., there is another call unknown to the American Navy—"Hands to Tea"—and at 7 o'clock, a late hour for the "Yanks," supper is served. At 9 p. m. the commander, or executive officer (second in command), makes his rounds of inspection, and at 10 o'clock at sea "pipe down" is sounded.

On this ship, because she's American built, and on many of the new ones, the crew sleep in bunks, but ordinarily the British tar still likes his hammock and uses it. Whether he will like it after the war is over is another question. The American Navy is even influencing the sleeping habitis of the "merry matelot," as the British sailor likes to call himself.

The British also ordinarily have separate messes, scattered all around the ship, but again in this and other recent ships built in America, the cafeteria system—a quicker and more economical method of serving meals, but one out of tune with old customs—is in use.

Unlike in American ships, the officers have a wine mess, and part of the wardroom is set aside as a sort of club room, where beer, sherry, whisky or gin can be procured tax free. The wine mess on this ship has made certain concessions to American customs: It serves tomato juice if requested and has a limited stock of cola, but the drinks, in accordance with British habit, are never iced.

The canteen of this ship, like the canteens of all large American ships, is equipped with a soda fountain, but in His Majesty's Navy no soda has yet been served, insofar as this observer can discover. Some of the men would like it; nearly all the ship's company who have sampled American ice cream speak highly in its praise. But natural conservatism in changing ancient habits, operating difficulties and the scarcity of milk and cream in Britain have as yet prevented the use of this typically American installation. The large ship's laundry, also a feature of American ships to which the British are not accustomed, is used only to part capacity, but more familiarity with its operation may alter this.

The typical American institution of the shower bath is not so welcome to some of the officers who yearn for the British tub. Captain Utrid James, a 41-year-old Welshman, who commands this carrier, points with pride to the little tin tub he has had constructed beneath his shower, where he can get a "proper bath."

The bridge has been altered to conform to the British liking for an open bridge, and other minor changes have been effected about the ship. But it is still American in concept, though British in atmosphere.

The Royal Navy is still true to its ancient traditions and to many of its old customs, but there is no doubt that it is changing in the midst of change.



British Official Photographs

In U, S.- built escort carrier British seamen get meals cafeteria style.

TROOPSHIP!

This article is the text of War Department pamphlet No. 21-6, published for the guidance of Army personnel aboard Army transports. It is reprinted here as a matter of information.

The basic rules contained herein, governing procedure aboard Army transports, are the result of practical experience gained during the conduct of this war and collective study by various authorities on the subject. They have the primary purpose of acquainting you with the fundamental essentials necessary to make your stay aboard a transport vessel pleasant and secure and provide for your safety in case of attack by the enemy. Your compliance with these rules will insure that no difficulty will be encountered in obtaining this objective. These rules are only general in scope; you will be given more detailed instructions by the transport commander after you have been assigned to your quarters.

Your safe passage may depend upon your observance of these regulations governing conduct aboard ship!

Safety of Ship

1. Smoke only at the designated time or place, but never on deck at night. No smoking in troop quarters at any time.

2. Throw nothing overboard. Refuse leaves a trail for submarines. A lighted cigarette may blow back on board and start a fire.

3. Blackout regulations are vitally important for the safety of the ship and will be rigidly enforced during blackout period.

4. On all deck areas, personnel will keep back from the rails and maintain passageway for gun and ship's crews during drills and alerts.

5. Do not tamper with the ship's lights, ventilators, fire-fighting equipment, fire doors, alarm system nor electrical system. Do not remove or tamper with shower heads. Clothing or other equipment must not be hung on these units.

6. Until the ship is at sea, and while in view of populated areas, troops not on duty will remain near their bunks and under no circumstances will they go on deck.

Safety of Troops

7. Do not sit or lean on rails of ship. If you fall overboard, this ship will not stop to pick you up.

8. Fresh water is very precious aboard ship and the supply is limited. It must not be wasted.

9. Learn your abandon-ship station and the quickest way to reach it.

10. Do not stand or sit under a tropical sun without head covering, even though the sky is overcast. Always wear a shirt.

11. Do not get into lifeboats until ordered to do so by competent authority. Do not put anything in lifeboats.

12. Memorize all signals and act promptly when you hear them. Your safety depends on quick action.

Sanitation Rules

13. Newspapers, magazines, cigarettes, cotton waste, matches, etc., WILL NOT be thrown down stools, wash basins or urinals.

14. Do not throw anything in the urinals, latrines or showers.

15. Do not throw anything on deck, but place in the receptacles provided.

16. Keep your table and area around you in the troop mess clean.

17. No food of any kind will be taken into sleeping quarters nor into unauthorized areas.

18. Keep clean, shave and bathe as often as permitted.

19. Keep your area policed at all times.

20. Keep your quarters, mess hall, all decks and latrines policed at all times. The ship is your home at sea, so keep it clean.

General Rules

21. Gambling and intoxicating liquors are not permitted on ship.

22. Keep off the bridge
out of crew's quarters,
crew's latrines,
engine room,
radio room,
gun emplacements,
store room and
areas restricted to troops,
unless directed to the contrary by superior authority.

23. Do not wear your shoes when lying in your bunk. You may sleep in your clothes without shoes.

24. Obey orders and instructions given you. They are for your safety, your health and well-being. They must be strictly obeyed.

25. Study bulletin boards daily.

Abandon Ship!

General rules:

The master is in command of the ship. He and his officers have spent years at sea, are licensed to serve in their present rank, and must be given close cooperation during an emergency. In the event of an emergency keep your head. KEEP QUIET AND OBEY ORDERS.

It probably will never be necessary for you to abandon ship. Nevertheless, when you board a transport, you enter a combat area and the possibility of an attack always exists. The ship is provided with adequate facilities for an emergency, but you must know when, how, and under whose directions to make use of them. In case of an emergency at sea, your safety will depend to a great extent on YOU.

Should you have to abandon ship, the fact that you know certain things about the vessel on which you are traveling, and are prepared to act in accordance with instructions which will be given you, will go far to insure your safety.

DRESS WARMLY AT ALL TIMES. KEEP YOUR LIFE PRESERVER AND A FULL CANTEEN OF WATER WITH YOU DAY AND NIGHT.

In case of an emergency:

If orders should be given to "abandon ship"—remove your helmet. Your helmet may be useful later at sea, so carry it, if convenient, when abandoning ship. Be sure you have your LIFE PRESERVER on and that it is properly adjusted. Do not carry your barracks or duffle bag. Use ladders, nets and ropes when leaving the ship.

DON'T JUMP OVERBOARD unless absolutely necessary. If it becomes necessary to jump overboard, jump feet first. Clinch your life preserver to your body with your arms. Put your hands under your chin, holding the preserver down to lessen the shock when you hit the water. Then swim away from the ship as rapidly as possible.

After the lifeboat enters the water, do your part to keep the boat in balance. Keep your feet on the bottom of a lifeboat. If there is room, get inside of life raft, but if raft is fully occupied, then hang on to life-raft lines. Lines should, if possible, be passed from lifeboats to life rafts, and boats and rafts should be kept together. "DON'T ROCK THE BOAT"—leave the crew free to perform its duties. It is important to get a lifeboat or a life raft away from the ship's side. It may be necessary for you to help the crew in doing this, either by rowing or in some other way. Whatever you are required to do, follow the instructions of the person in charge of your boat or raft. The courage and confidence of the occupants of a lifeboat or raft must be maintained at all times. Do your share.

Safety Precautions Explained:

Ships are equipped with watertight compartments which usually keep them afloat for hours after torpedoing. Torpedoed ships often do not sink at

(Continued on Page 51)



The Catalina Kids

Their Specialty Is Snatching Downed Aviators from Under the Japs' Noses

Thirty-eight flyers rescued in a 35-day period.

That's the record in the South Pacific for the Navy crewmen who fly the big Catalina flying boats, nicknamed the "Twin-Engined Angels" because they have proved to be angels of mercy to so many flyers shot down on the vast Pacific. Almost daily the Catalinas and their daring crews snatch aviators from under the very noses of the Japs. Official records show that 161 flying personnel were rescued by the "Cat Kids" from 1 January to 15 August 1943.

When the Catalinas first came to the South Pacific, fighter pilots were inclined to scoff at the comparatively awkward flying boat, and dubbed it "Dumbo, the Flying Elephant." All that is changed now.

These PBYs patrol hundreds of miles of ocean. In most rescues they have been searching for some particular downed airman but, due to the vigilance of the crews, there have been several instances where they sighted and picked up pilots who had been floating about in life rafts for many days.

PBY operations in the Solomons are not new, but their effectiveness has been brought into the limelight with the intense warfare in the skies above Rabaul. Originally brought to the Guadalcanal-Tulagi area in December, 1942, for patrol work, the Catalina crews were pressed into service almost immediately for rescue work. Somewhere in the rear area they remained on the alert for a call. When the call came it probably meant a dangerous mission, but also a chance to save a life — perhaps several lives if it were a bomber crew.

A tip from a New Zealand pilot, returning from Rabaul, led to the rescue of 1st Lt. Glen E. Hart, a P-38 pilot. He had been adrift off New Ireland for a week, but clung to the hope of rescue by a PBY. Too weak to paddle, he drifted for days. Then on the seventh day he saw the "Cat Kids" coming for him. Asked what his reaction was to the sight of the PBY coming alongside him, Lieutenant Hart said:

"The PBY was my only hope. When it arrived, I just broke down and cried."

As Lieutenant Hart was being rescued, a Marine pilot, Maj. Robert G. Owen, was in difficulty over Rabaul, a few miles away. He had just downed his seventh Zero when his own plane was hit and set afire. Major Owen's first reaction was to bail out. He even started to crawl out onto the wing, but changed his mind when he saw he was directly over the city.

Getting back into his burning plane, he decided to try to get past Cape St. George, New Ireland. By some miracle the fire went out. On the horizon he saw the PBY that had picked up Lieutenant Hart. When his plane motor started to conk out, Major Owens radioed the PBY to stand by for a water landing, and he soon was picked up and on his way back to the base.

From a mercenary standpoint, the rescue of 38 flyers in slightly over a month has meant a saving of around $1,000,000 to the Navy. It is estimated that the training of a pilot, even before he has seen combat, costs $27,000, while the cost of training an enlisted man runs into sizeable figures.

Of paramount importance, however, is the morale uplift for pilots. They know the Catalinas' rescue record, and they know that if they are shot down the Catalina crews will risk their necks to save them.

Catalinas often have gone in under fire from shore batteries to rescue pilots. In this work they usually have the support of fighter escorts who fight off enemy interference until the rescue is affected. Fundamentally, the Catalina is not a combat plane although it is capable of defending itself from fighter planes.

One PBY, piloted by Lt. (jg.) Leon H. Freeman, USN, rescued a B-25 crew one mile off the tip of Cape St. George. During the rescue operations, shore batteries fired on the plane, and about 100 rounds of 20-mm. fire landed in an area from 10 to 50 feet away from the flying boat. Another Catalina, piloted by Lieut. Robert D. Oakley Jr., USNR, landed in St. George Channel, almost at Rabaul, to rescue a New Zealand flight sergeant.

Many a Jap plane in the future will be shot down because the Catalinas are seeing to it that Allied airmen are living to fight another day.

Legislative Matters of Naval Interest

Plans for Peacetime Navy Being Drafted

• Legislation to provide for the transition to the peacetime Navy is now being worked out along broad lines, and it is anticipated that such legislation will include an opportunity for a large number of reserve officers and enlisted personnel to enter the regular Navy, and temporary officers to be given permanent rank.

At present there are no details that can be announced. However, naval personnel will be advised as rapidly as plans become definite enough, and the procedure and requirements for accomplishing transfer to the regular Navy will be published in the INFORMATION BULLETIN as soon as the legislation has been enacted and SecNav sets forth necessary rules and regulations to accompany it.

Veterans' Aid Broadened By 'G.I. Bill of Rights'

The "G. I. Bill of Rights," carrying a wide range of governmental benefits to veterans returning to private life from the armed forces, became law on 22 June.

The final version represented a compromise between the conflicting provisions of the House and Senate (INFORMATION BULLETIN, June 1944, p. 66).

A summary of the measure, Public Law No. 346, 78th Congress, follows:

HOSPITALIZATION: $500,000,000 is appropriated to build additional hospitals for veterans. The Administrator of Veterans Affairs, the Secretary of War and the Secretary of the Navy may enter into agreements for mutual use and interchange of existing hospital facilities. Provision is made for transfer to Veterans Administration facilities of veterans under Army or Naval Medical care and for training in use of artificial limbs for all veterans entitled to them.

REVIEW OF DISCHARGES: The Secretary of War and the Secretary of the Navy will establish boards for review of the type and nature of contested discharges from the armed services. The boards will review upon request all cases except those involving discharge by sentence of general court-martial; veterans so discharged will not be entitled to a review. Review may be requested by the veterans themselves, by their next of kin or by the Government.

EDUCATION: Benefits under this section are available to all veterans who have served 90 days or more in the armed forces since 16 September 1940 and prior to the termination of the present war (not counting training in the Navy College Program or the Army Specialized Training Program) and who were not over 25 years of age at the time they entered service or who, if older, prove that their service "impeded, delayed, interrupted or interfered with" their education. Those 25 or younger when they entered the service are presumed to have had their education interrupted.

All veterans meeting those requirements are eligible for education or training for one year, or to a refresher or retraining course of the same period in any subject, trade or profession and at any approved institution of their own choice. Thereafter, additional education will be available up to a maximum of four years, not to exceed the length of service in the armed forces, exclusive of Navy college or Army specialized training.

To finance this education, the Government will pay veterans up to $500 a year for tuition and other fees, books and equipment; $50 a month subsistence, without dependents; $75 a month, with dependents.

The Federal Government will have no supervision whatsoever over state institutions selected by veterans for their education, and the Administrator of Veterans Affairs may discontinue educational aid to students whose conduct is unsatisfactory.

Any educational training chosen by a veteran must begin not later than two years after either the date of his discharge or the end of the present war and will not be available beyond seven years after the end of the war.

LOANS for purchase or construction of homes, farms and farm equipment and business property: Veterans discharged after 90 days or more of service "or by reason of an injury or disability incurred in service in line of duty" may secure loans from sources of their own choice for those purposes. The Government will guarantee 50% of the amount of the loan, the guarantee not to exceed $2,000 and the rate of interest not to exceed 4%, for a period not to exceed 20 years. Applications for loans must be filed not later than five years after the end of the war.

EMPLOYMENT: "Congress declares as its intent and purpose that there shall be an effective job counseling and employment placement service for veterans, and that to this end, policies shall be promulgated and administered, so as to provide for them the maximum of job opportunity in the field of gainful employment." Each state and local branch of the U. S. Employment Service will have assigned to it a veterans' representative, preferably one who is a veteran, to assist with employment, reemployment and other veterans' problems.

A comprehensive report on the Navy's Civil Readjustment Program, including its operations in connection with the "G. I. Bill of Rights," will appear in the INFORMATION BULLETIN *next month.*

UNEMPLOYMENT COMPENSATION: Veterans with 90 days or more of service or disabled in line of duty are eligible, if unemployed or unable to secure regular employment, to receive $20 a week for not less than 24 nor more than 52 weeks, minus any wages in excess of $3 a week. Those veterans with only 90 days' service will be eligible for 24 weeks' compensation on a basis of eight weeks for each month in the service. They will be credited with four weeks of compensation for each month of service in excess of ninety days. Therefore, a veteran must have had nine months of service to be eligible for the full 52 weeks of unemployment compensation.

To protect unemployed men who are classified as self-employed, such as farmers, professional men and operators of stores and shops, the bill provides the Government will pay the difference between their own income and $100 a month, the total compensation paid in that manner not to exceed $1,040, which is the equivalent of $20 a week for 52 weeks.

Claimants will be considered disqualified for unemployment compensation if they leave suitable work voluntarily or without good cause, if they are suspended or discharged for misconduct in the course of unemployment, if they fail to apply for or accept suitable work when offered, fail to attend an available free training course or, under certain conditions, become unemployed "due to a stoppage of work which exists because of a labor dispute."

Finally, the new law provides that, in event of future payment of a bonus to servicemen of this war by act of Congress, the amount of benefits under this law will be deducted from the bonus. In case of a guaranteed loan under this law, the bonus will be applied against the unpaid balance and accrued interest of the loan.

* * *

• Also recently enacted into law were bills:

To authorize the acquisition and conversion or construction of 1,000,000 additional tons of landing or district craft (Public Law 322).

To authorize persons drawing retired pay for military or naval ser-

vice and eligible for pension or compensation from the Veterans Administration to accept the latter if they waive its equivalent in retired pay (Public Law 314, 78th Congress).

• The following bills have been introduced recently in Congress:

To provide for the presentation of medals to members of the U. S. Antarctic expedition of 1939-41 (S. 1910).

To authorize SecNav to "place on furlough any officer on the active list of the Navy and the Marine Corps, and any officer of the Coast Guard while the Coast Guard is operating as part of the Navy." This does not apply to reserve officers of any of the branches named (H. R. 4951 and S. 1974).

To amend the Naval Reserve Act to permit foreign service of members of the Women's Reserve.

To establish the grade of Admiral of the Fleet of the U. S. Navy.

• Executive nominations for temporary service recently confirmed by the Senate:

To be vice admiral: John H. Hoover, Marc A. Mitscher; William S. Pye, to be placed on the retired list, when retired on 1 July 1944, with the rank of vice admiral.

To be rear admiral: Matthias B. Gardner, Charles P. Cecil.

To be commodore: George T. Owen, to continue while serving as Commander, Fleet Air Wing 15, and Commanding Officer, Port Lyautey; Worrall R. Carter, to continue while serving as Commander, Service Squadron 10; Gordon Rowe, to continue while serving as ComFair, Quonset Point; Harold Dodd, to continue while serving as Chief, U. S. Naval Mission to Brazil.

Federal Income Tax Rates And Deductions Revised

The Individual Income Tax Act of 1944 was enacted chiefly to simplify—and in many cases eliminate—filing of Federal income tax returns by millions of civilian wage and salary earners. While this law does not relieve service personnel from filing estimated income tax reports nor permit withholding amounts from their pay to pay taxes due, it contains a number of features applicable to men and women of the armed services whose incomes require filing of a return.

The Victory tax has been eliminated and in its place is a new normal tax imposed on gross income less business expenses, in excess of $500 for each individual at the rate of 3%. On a joint return the exemption from the new normal tax is $1,000, but if either husband or wife had a normal tax net income of less than $500, the joint exemption would be limited to $500 plus the normal tax net income of the other spouse.



Newport Navalog

"He wants to know could he sleep down at the other end, Sir; it's nearer home."

The surtax, formerly 13% on the first $2,000 of surtax net income, has been increased to 20% and scaled upward. Your surtax net income is arrived at by subtracting business expenses and other normal deductions as well as personal exemptions from gross income.

The first $1,500 of active service pay remains exempt from income tax under the new bill. Active service pay includes base pay, longevity, credit for sea and foreign service duty and special duty pay. Rental and subsistence allowances are not considered a part of active service pay. Only the excess of active service pay over $1,500, if any, is included in income, and from such excess, the regular allowable deductions, personal exemption and credit for dependents may be subtracted. Mustering-out pay received by service persons who are honorably discharged is also nontaxable income.

The personal exemption of a single person also remains the same, $500. For a married couple without children, the maximum exemption now is $1,000, or $500 a person, instead of the previous $1,200 exemption which could be divided as the couple saw fit if both had income and elected to file separate returns.

The allowance for dependents, previcusly $350, has been raised to $500. In addition, there is the change of definition of a dependent:

Previous income tax legislation defined a dependent as a person under 18 years of age or, if over 18, one physically or mentally incapable of self-support. The new law defines a dependent as any person dependent upon the taxpayer for more than 50% of support who is related to the taxpayer by blood, marriage or adoption.

Children over 18 and in college may now be claimed as dependents. However, any person with an income of $500 or more a year may not be classed as dependent and must file a personal income tax return, even though a child.

Optional for all taxpayers filing their own returns under the new bill is a system of standard deductions worked into a convenient table for computing taxes due the Government. For example, a taxpayer whose adjusted gross income is not more than $5,000 may accept a standard deduction of 10% of such adjusted gross income, instead of listing his deductions separately.

In this manner, he may use the table to determine his tax. If his adjusted gross income is over $5,000, his standard deduction is $500, which simplifies his return to the extent that he does not have to list deductions separately unless he wishes. Adjusted gross income means, substantially, gross income less business expenses.

Under the 1943 act, an amended declaration estimating your tax within 80% was required to be filed not later than 15 December—by those whose incomes required filing of a return—in order to escape penalty for underestimating. However, the new law extends this date to the 15th of the following January, and further provides that if the taxpayer files his return and pays the difference between the aggregate of his quarterly payments and the final tax, if any, by the 15th of January, an amended declaration is not required.

This covers the highlights of the new income tax bill, for service people, but so much of the new law is dependent upon regulations of the Commissioner of Internal Revenue that nothing authoritative can be written until those regulations are published later this year. Although the new rates and exemptions will be applicable to the calendar year 1944 tax, there is no requirement to change estimates already made on the old basis. On the other hand, the taxpayer may revise his estimate if he desires, on 15 September, 15 December, or as late as 15 January next, without penalty for underestimating.

How Did It Start?

Wooden men-o'-war had individual spaces constructed on the gun decks for placement of guns. Such spaces, separated by short, bracing structures, were known as gun bays. It became customary to set aside gun bays in the forward portion of the ship, unoccupied by guns, for use by the sick and wounded. Thus the origin of the term "sick bay." (*If you have a different version, send it along to the editor.*)



Fast Shooting in the Pacific:

'Five Magazine Explosions Were Counted in the Enemy Battle Line'

The following account of fast shootin' in the South Pacific is an excerpt from a recent address by Rear Admiral Aaron S. Merrill, USN, the Navy's newly appointed director of the Office of Public Relations, who received the Navy Cross for his daring tactics as task force commander in the action he describes here.

The initial missions assigned us in the furtherance of the Bougainville campaign were to destroy certain strategic enemy positions by bombardment and to protect the landing operations of our first echelons of troops from enemy surface forces, submarines and aircraft. Our South Pacific Air Force had temporarily knocked out all Bougainville airfields except Buka and Bonis, at the north tip of the island, and the seaplane base at Poporang in the Shortlands area. The plan called for a surface bombardment of these two Bougainville fields at midnight. Then we were to make a swift dash south and shell the Shortlands area at daybreak — coincident with the landing of the first troops. Enemy air and surface opposition was expected from the direction of Rabaul, 235 miles to the northwestward.

We sailed from the vicinity of Guadalcanal the evening of 30 October 1943. After a high-speed run of some 600 miles, we arrived off Buka shortly before midnight of the 31st. We were in the dark of the moon, and though we had been seen and probably reported by a Jap plane just after sunset, a radical course change at dark had thrown him off and we felt reasonably sure that the Nips of Buka were going to have an unhappy and unexpected awakening.

We passed well off shore of Buka on a northerly course. We worried about the position of certain small islands which showed up in air reconnaissance photos, but which did not appear on the ancient German and British Admiralty charts which were our principal aids to navigation. We found that the Bougainville coast was eight miles to the eastward of its charted position! The thought of the cold gray dawn of the morning after finding us stranded on an uncharted island under the guns of the enemy's coastal batteries is not a pleasant one (hence the poker expression "under the guns"). This was one of our major dangers in all these night bombardments of poorly charted localities.

However, our luck on this occasion as on many in the past was good, and we rounded into position without incident and started pouring six-inch and five-inch shells into the enemy installations promptly at midnight. Our cruiser aviators were over Buka giving us a play-by-play description. Huge fires were started at both fields as gasoline and ammunition dumps came under fire. Like sparrow hawks attracted by a grass fire, enemy planes soon put in an appearance, dropping flares to seaward to silhouette our formation for the shore batteries. A flotilla of motor torpedo boats attacked from the port quarter and were driven off by the destroyers and cruisers in rear of the formation. Many shore batteries were either silenced or their gun crews driven to cover by the withering fire of the destroyers assigned to this duty. One enemy submarine was sighted in the light of his own plane flares, but he was forced down and was never able to gain position for a torpedo attack.

One of our destroyers stationed as a picket 10 miles to the westward to guard against surprise attack from Rabaul was holding a little private war of his own with several PT-boats. But for the thought of enemy mines and torpedoes in these restricted waters, the evening's entertainment was a huge success. We had neither the time nor the inclination to tarry after the bombardment was completed but boosted speed and set a southerly course for the Shortlands.

Throughout the remainder of the night while clearing away empty shell cases, repairing minor casualties and preparing for the dawn bombardment of the Shortlands, we were harrassed by enemy planes. There was no sleep for the weary that night.

Sixty miles south of Buka the flag captain called my attention to the brilliant glow of burning Buka beyond the horizon astern, and we knew we had done a good job.

As we passed south of Empress Augusta Bay we exchanged recognition signals with the first echelon of transports heading for their daylight rendezvous off Torokina Point. At 0600 we changed course to the eastward to pass within range of the shore batteries on Shortland Island.



'Plane after plane crashed

Reporter Gives Up Scoop to Fool Japs

In the address from which the article beginning on this page is taken, Admiral Merrill told also how "a single war correspondent was used as an entire U. S. task force."

The correspondent was Francis McCarthy, of the United Press, who had accompanied Admiral Merrill's force in the operations described here.

"He had a great eye-witness story of four separate naval actions in 36 hours. When the task force reached Guadalcanal some days later he rushed ashore to get it cleared.

"'You've got a swell yarn there, Mac!' said the reviewing officer. 'But we want you to share your facts and your honors with the other correspondents. As it stands now, the Japs don't know the size of our force out there. Because of our speed, the Japs think we have been striking in several places at once. If you sent an exclusive story of the entire operation, as seen by one man, the Japs would know that we have been fighting with only a single task force. They would hit Bougainville with everything they had.'

"Several correspondents were allowed to send the story, and without suppressing the news or distorting the facts we were able to keep vital information from the enemy. Thanks to a brilliant newspaperman, who gave up an exclusive story, his news was used as an offensive weapon."



nes inside the formation.'

The fun began as soon as we were in range and our inhospitable hosts opened fire without waiting for us to start our own bombardment. The airfield on Ballale Island and the seaplane base on Poporang Island were our most important objectives, with a secondary mission of silencing the enemy's shore batteries.

All our previous engagements had been conducted at night, so it was a novel sensation to most of us to find ourselves surrounded by enemy splashes. His firing, although heavy in volume, was not sensational for its accuracy. Radical maneuvers served to throw his aim. On the other hand, good daylight visibility made our problem of hitting our stationary objectives a very simple one indeed. We plastered him! And we had very minor casualties in return. No Purple Hearts were awarded posthumously!

We were pleased with the results of this bombardment and we were doubly pleased a few minutes later when we intercepted a report from a reconnaissance plane to the effect that both Buka and Bonis airfields were unserviceable as a result of last night's bombardment.

Our two assigned missions completed, we could now relax mentally, but not physically. There is a lot of work to be done following a bombardment of this kind and it takes precedence over sleep. Also we had considerable mileage to cover in order to reach a favorable position to protect our transports from a large concentration of enemy ships at Rabaul . . . only 235 miles distant. Our high-speed runs had eaten into our available fuel supply. So at reduced speed we set a course for a point to the north and west and started readying our batteries for the Japanese attempt to break up our landings on Bougainville.

That afternoon we received a contact report from a scout plane stating that a strong enemy task force of four cruisers and eight destroyers was standing out of Rabaul in the direction of Empress Augusta Bay. Almost immediately we received orders from Admiral Halsey to intercept this force.

Though the enemy was probably not aware of the fact, ours was the only Allied task force available in the South Pacific waters at the time. . . . Not only must the enemy attempt against our transports and our newly acquired beachhead be thwarted, but our force must not be seriously weakened in the process. Heavy enemy concentration still based on Rabaul made it necessary that our task force must be prepared to defeat another attempt tomorrow night. With this thought in mind, a course was set to intercept the enemy about 40 miles west of Empress Augusta Bay. Our own force in cruisers and destroyers was identical in numbers with that of the enemy, but in gunpower he was superior, two of his cruisers carrying eight-inch guns against our six-inch.

The night was pitch black, with low-hanging clouds forming a solid ceiling at 1,500 feet overhead. A slow drizzle completed a perfect picture for his night bombardment of our landing forces. Contact was made at 0230. We attacked immediately. Then for more than an hour the battle raged with an intensity that beggars description. Every device known to night action was used by both sides. There were destroyer attacks with guns and torpedoes, illumination by starshells and by flares from planes, counter illumination, smoke screens and, of great importance, constant radical maneuvers in the inky blackness to upset gunnery and torpedo fire control.

Five magazine explosions were counted in the enemy battle line as a result of gun fire alone. Our destroyers pressed their attacks into "spud-throwing" ranges and obtained a number of hits. The accuracy of our cruiser gun fire and the radical nature of their maneuvering prevented the enemy from securing a single torpedo hit on our battle line.

At 0400 the enemy had had enough. He had been gradually pushed back to the westward about 10 miles, and now with several of his ships dead in the water and the upper works of several others burning brightly, he bolted for Rabaul with our own force in hot pursuit. Three of his cripples were overtaken and sunk.

At 0500, with daylight coming on fast and our own destroyers widely scattered in their mopping-up operations, the chase was abandoned and the task force was ordered to concentrate. That the enemy would strike heavily at daylight from his four great Rabaul airfields, less than 200 miles away, was a foregone conclusion. His scouts already were in the air. Our best defense against such an attack was the concentration of our gun power. This concentration was effected by 0700 and at 0800 a flight of 67 dive bombers appeared in the northwest. They came straight in to the pushover point and started their attack without preliminaries. The sky was now quite clear and the visibility excellent. The task force was making full speed and maneuvering violently by signal. The enemy attacked through a curtain of five-inch shrapnel and as successive planes approached in their steep dives they were met by a veritable hail of machine-gun fire.

Plane after plane crashed in flames inside the formation. Ten were counted at one time, burning on the surface. Three Nips floated down in parachutes within a few hundred yards of the flagship. Many neglected to release their bombs, while others carried dead pilots at the stick and failed to pull out of their dives.

The attack only lasted 10 minutes and as 67 less 19 torpedo planes formed up for their return trip to Rabaul our own fighters appeared and gave chase. We will leave that chapter to the air force.

Our empty transports were headed south and the task force took up its covering position to the northwest where it remained all that day. The same evening, the second echelon heading north was met and escorted throughout the night and safely into Empress Augusta Bay at dawn.

We were thirsty for fuel oil, we were short of ammunition, our speed was a bit less than the night before, and we were short one gallant destroyer which was damaged and under tow for our base. But our spirits were high and we were spoiling for another fight. Our convoy was not molested, and our men were landed.

THE TOOL THAT MAKES INVASIONS POSSIBLE



Official U. S. Coast Guard photograph

ABOVE: As first wave of landing barges hits the French coast on D Day, U. S. troops plunge waist-deep in water, race to flat beach ahead under heavy Nazi fire.

They Call It "Amphibious Warfare" —An Old Idea That Has Some New Twists and Some Startling Devices

ON THE night of 23-24 June 1940 a small band of men with blackened faces gathered along the English Channel. Armed with knives, grenades and tommy guns, they stepped into eight light fast motorboats and set out in the darkness for the French coast, near Boulogne.

These were the first Allied troops of this war to carry out what is known as a "combined operation" against the coast of France.

Four years later, to the month, the Allied invasion armada sailed against France—this time in 4,000 ships and several thousand smaller craft.

The difference between 8 and 4,000 sums up just one of the many changes that have taken place in amphibious warfare, and which helped make possible the invasion of Europe.

Following the disaster of Dunkirk, with its heavy loss in weapons and equipment, the British found this raiding warfare ideally suited to their purpose. It enabled them to carry out operations which maintained the offensive spirit, even if on a small scale, and at the same time to harass the enemy. Meanwhile, they were gaining information that would be invaluable to them and to us when it came time to launch more sizeable operations.

This raiding warfare took many shapes. There was the reconnaissance raid, and the raid to take prisoners. There was the raid to destroy enemy resources or installations: that at Lillebo, Norway, destroyed a mine that provided the Germans with 160,000 tons a year of iron pyrites. The raid on the Lofoten Islands off Norway not only destroyed factories, but bagged 225 prisoners, 10 of them local quislings, and brought out 315 volunteers for the Norwegian forces in England. And the raid on St. Nazaire destroyed the lock gates of the only dry dock on the Atlantic seaboard capable of berthing the German battleship *Tirpitz*.

Each raid had its own specific purpose. But over and above these was a more important strategic aim: harass the enemy. Unnerve him, keep him on edge, strike fear into his troops. Make him keep forces along the coast when he needs them elsewhere. Bring hope to the enslaved people behind his lines. Test his defenses, and his alertness.

New kinds of boats were needed: snub-nosed assault craft that could carry 36 men, armored to protect them and with a ramp that let down so they could charge swiftly onto the beach; smaller personnel landing craft, fast but unarmored, used mostly under cover of night; infantry landing ships to carry smaller craft to the scene and lower them from davits.

Sometimes the need would be for small rubber boats that could be carried in submarines, and paddled silently to shore. But in general, the trend was toward larger craft, and by the time of the "reconnaissance in force" at Dieppe, the British were using tank-landing craft that could put 40-ton Churchill tanks ashore. Amphibious operations had moved into the "king size" division, with a force of more than 5,000 men attacking in over 200 vessels.

Next step was actual invasion: Guadalcanal, North Africa, Attu, Kiska, Rendova, Sicily, Italy, the Gilberts, the Marshalls, Hollandia. Until finally, last month, the jackpot—"D Day" on the beaches of Normandy.

What were the lessons we learned on the way? And how did our amphibious warfare change with them?

The first changes became apparent in the ships themselves.

The U. S. Navy had been experimenting with design of landing craft since the winter of 1935-36. We naturally also had considerable knowledge of the British experience in amphibious warfare. American Rangers had participated in the Dieppe raid, and before Dieppe the British and Americans had been associated in landing-craft construction under Lend-Lease.

As raids grew out of the commando class, there was need for larger types of infantry landing craft. But this was a war of wheels and armor as well as men, and as it grew more mechanized and as the prospect of large-scale operations against the enemy came nearer, ships were needed that could carry tanks, artillery, mechanized equipment; ships that could put engineering and construction equipment ashore quickly, for roads and airstrips; even ships that could meet the needs of global war by crossing ocean areas by themselves.

As a result of conferences between the British Admiralty and the Navy Department in November 1941, it was agreed that construction of these craft should be undertaken in the United States, under the terms of the Lend-Lease Act enacted earlier that year. A month later came Pearl Harbor: the need for landing craft skyrocketed, and the U. S. was to become the No. 1 wager of amphibious war.



Official U. S. Army Signal Corps photograph

LANDING PARTY, 1931: This early scene of landing practice on the West Coast shows how styles in amphibious warfare have changed in just 13 years. Compare Nevada's boat and "ramp" with LCI below.

To our original smaller craft—LCV, Landing Craft, Vehicle; LCP, Landing Craft, Personnel; and LCR, Landing Craft, Rubber—we now started adding newer and larger models. There was the LCM(3), Landing Craft Mechanized (Mark III). Fifty feet long, it could carry a medium tank, a halftrack, a heavy truck or a bulldozer, which rolled ashore over its bow ramp. There was the LCI(L), Landing Craft, Infantry (Large). Smallest of the ocean-crossing craft, it was 158 feet long, and could carry over 200 soldiers. The LCT, Landing Craft, Tank, was slightly over 100 feet long, and could land 32-ton Army tanks. It could also be carried to the scene of operations aboard the deck of an LST, or Landing Ship, Tank, a 328-foot giant that opened its huge bow doors to spew out vast quantities of guns, tanks and trucks. Biggest of all landing craft is the LSD, Landing Ship, Dock, some 450 feet long.

Most of these were not available for the North Africa move, but their effect was soon felt in the operations that followed. By the time of Sicily, most present-day craft were ready to participate, but there were other developments still to come.

Favorable experience with LCTs, one of the most valuable types of landing craft, led to a desire for a larger model, with greater capacity for fuel, crew and equipment. This resulted in the new LSM, Landing Ship, Medium. A junior LST, it is regarded as one of the top ships in the new landing armadas.

Not only did the *size* of landing craft change; so did their *nature*.

Tactics in the Pacific had to differ from those in the Mediterranean or English Channel. In the latter areas, landing craft could run right up on the broad beaches. But in the Pacific, where the war was moving against the many Jap-held islands, landing operations started coming up against "false" beaches, or sharp coral foundations which formed solid barriers.

LCMs and LCVPs either could not surmount these at all or would get part way over and get hung up on the coral. Men had to be transferred to smaller, less protected, craft, or wade in through the shallow surf. If you've ever tried to make time through water up to your armpits, you know what slow business it is. Add crossfire from enemy machine guns, and you can see what the landing force was up against. Tarawa was a sample.

The answer to coral reefs was the



Official U. S. Coast Guard photograph

LANDING PARTY, 1944: Hitting the beach in second assault wave, LCI brings stretcher bearers ashore at Sarmi, Dutch New Guinea, on 17 May. For later model of Landing Craft, Infantry, see page 33.



Official U. S. Coast Guard photograph

"FLAGGING IN" an LST: With semaphore signals, the huge Landing Ship, Tank, is directed to its beaching position. Striking shot was taken in early stages of the successful assault on Sarmi.



Official U. S. Navy photograph

UNDERWATER OBSTACLES, placed by Nazis to obstruct landings and rip landing craft, are revealed at low tide on Normandy coast. In the foreground are wrecked Allied vehicles, dead Allied soldiers.

first truly amphibious fighting weapon of the war—the "amtrac," or amphibious tractor, equipped to fight on both land and water.

For vessels that could get over reefs and come ashore fighting, the Navy turned to the LVT, or Landing Vehicle, Tracked—first known as "alligators," now, in later models, as "water buffaloes." The two main types were the LVT(A)(2), an armored cargo and personnel carrier mounting two machine guns, a .50-caliber and a .30; and the LVT(A)(1), an armored amphibious tank, with low lines and turret superstructure, and mounting a 37-mm. cannon. A gunboat on the water, it becomes a tank when it hits the beach, and keeps right on going.

Still another new craft grew out of the need for immediate gunfire support for assault waves.

When landing craft approach shore, the naval barrage has to stop for fear of hitting them. The first few minutes after the lifting of the barrage are dangerous ones in any landing operation. Now is the time for the enemy to spring out of their prepared defense positions, man their guns and go to work on the invading craft.

Against this maneuver, amphibious warfare developed two powerful weapons. One is the use of the LCS, Landing Craft, Support. Armed with racks of rockets, waves of these little craft scoot in ahead of the assault boats to give the beaches a pulverizing blast of fire. Hitting with the impact of howitzer shells, the rockets chew up everything in reach and blast or stun opposition.

A rocket, of course, is an uncertain thing to aim with any precision, especially from a fast-moving boat. You can't draw a fine sight with a rocket and drop it on a target with the accuracy of an M1 rifle or a large-caliber gun. But what you can do is fire a *lot* of rockets around the target. What happens then was described by one Navy man who witnessed it: "They just 'withered' that area."

The second type of support to cover that interval between barrage and landing comes from the air. Planes go in against the beaches and pillboxes as "flying artillery," bombing and strafing at low level. This combination of planes and rocket boats provides almost continuous support for landing forces right up to the moment they hit the beach.

Beach support, of course, is only one of the many functions of air power in an amphibious operation. At North Africa, for instance, the main purpose of air power was to oppose enemy air power and thus guard the invading forces against attack. In Sicily, air power took on the job of landing airborne forces. In the Pacific, carrier planes became the flying artillery against Jap beach defenses. In the invasion of Europe, air power did all of these tasks, and others.

Coordinating landing craft became a more complicated job as the operations moved from a few ships to thousands. A new craft created for this task is the small LCC, or Landing Craft, Control. This craft, which directs other landing craft, visually has an identifying signal in the mast which is easily distinguishable to other craft. The naval officer who must shepherd the landing craft into proper position and get them past the "line of departure" on time moves about in one of these.

LSTs have some innovations, too. For instance: No. 1: unloading. Most stuff inside the LSTs just rolls right out the bow doors. But how about all the equipment on the top deck? They used to have to bring it below on an elevator, as is done with planes on a carrier. Now LSTs are developing a ramp, which lowers from the top deck to the tank deck. Equipment rolls down the ramp onto the tank deck and off with the rest of the cargo.

No. 2: pontoons. This has been called "the neatest trick of the war." There are times, of course, when the LST can't get all the way into a beach to discharge its cargo. The Navy's Civil Engineers Corps developed huge pontoons that could be slung along the side of an LST. Once these are low-



Official U. S. Navy photograph

INVASION'S "SUNDAY PUNCH": Blasting French coast at close range, big guns of Arkansas lay down a heavy barrage. Correspondent Ernie Pyle called Navy's gunfire support "terrific and wonderful."

ered, floated into position and secured to the ship, you have a floating bridge of steel from LST to shore, and equipment rolls ashore just as if you had a nice steel dock all the way.

The invasion of France lifted the curtain on still another dramatic use of the pontoon—the "rhino ferry." Same idea, but in motion. This time the pontoons were not a stationary bridge, but a moving one; instead of being secured to the LST, they were given motive power of their own, supplied by two 143-horsepower outboard motors. With tricks like these, Allied amphibious forces were able to pour the stuff ashore at Normandy.

Among other devices sparked off by actual experience in amphibious operations are the "geeheebee," a spider-like contraption that keeps the beaches clear by straddling disabled landing craft, picking them up and then, pulled by tractor, moving them elsewhere for repair or disposal; and the "sledge pallet," a device for unloading stuff on a flat board which a tractor hauls ashore like a surf board.

In the North African campaign, some of the radio sets carried ashore in landing boats got wet and would not work. By the time of the Sicily operation, our portable radios for each parties had waterproof covers.

And you may have read how the invasion of Europe was "waterproofed." Correspondents at Supreme Headquarters, Allied Expeditionary Force, reported that every Allied vehicle which landed on the Normandy coast was equipped to travel through water and reach the beaches ready to fight. They had been equipped with "wading" devices, with rivet joints waterproofed, air provided for crews and outlets for exhausts.

Ships, devices, tricks and tactics—all play a part in "D-Day." Revolutionizing many aspects of amphibious warfare, they show that an old science can keep learning new tricks.

For amphibious warfare *is* an old science. One famous war correspondent, previewing the invasion for a national magazine, said that the operation "would be, of course, an amphibious one, a style of attack brand-new until this war made it necessary." That probably came as something of a surprise to the Marines, not to mention the historians.

Xerxes, king of Persia, mounted a pretty sizeable operation of his own against the Greeks more than 2,400 years ago. It took 1,200 vessels to transport his force, six times as many as were used at Dieppe.

And one of the standard histories on the subject, *Military Expeditions Beyond the Seas*, runs into two volumes and almost 800 pages—and that book was printed back in 1897.

Nor can the objection be made that these early expeditions were not really amphibious warfare or combined operations—an assault by two or more of the services against a fortified and protected shore. That description fits many early operations exactly. One of the most famous examples in our own history books was Quebec. That fortified and protected shore was overcome by the combined forces of

(*Continued on page* 56)

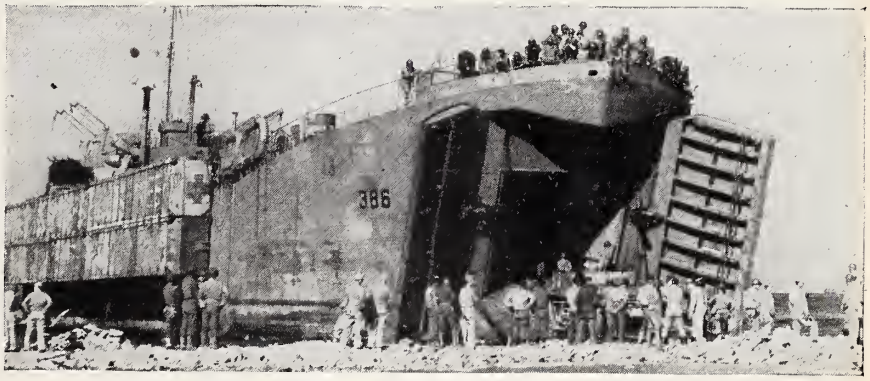
FLOATING PONTOON TURNS INTO INVASION FERRY

Called "the neatest trick of the war," the floating pontoons slung along the side of an LST provide a steel roadway to shore whenever obstructions halt LST short of beach. Invasion revealed a new use: the "rhino ferry," which enabled invaders to move vast quantities of equipment ashore fast. Pictures show both uses.



Official U. S. Coast Guard photograph

Attached in sections, pontoons lay direct "roadbed" to shore.



LST carries steel pontoon gear slung alongside.



In English Channel, pontoons take on invasion equipment from LST. . . .



Official U. S. Navy photographs

. . . and, powered by 143-horsepower outboard motors, pontoon ferry moves toward French coast.

INVASION ARMADA

With Tools Like These, Amphibious Warfare Is Opening Up the Roads to Berlin and Tokyo

Today, as in centuries past, sea power remains a key factor in invasion—but some of the tools which spell sea power look a little different.

Most of the ships and craft on these pages did not exist in the first World War. A great many of them did not exist two years ago.

As amphibious warfare developed, different types of craft had to be created to do different kinds of jobs, until now the vast armada of landing craft is itself the most numerous and varied fleet in all history.

Backbone of the fleet, and the ships that put the "power" in sea power, are the battleships, cruisers, destroyers, carriers. An important factor in the invasion of Europe was the close-up use of BBs, CAs and DDs in pounding the invasion coast, not from miles offshore but practically at point-blank range.

Aircraft carriers, normally the spearhead of our invading task forces, were not needed in the narrow Channel, where heavy air support was available from 11,000 land-based planes. But around on the other side of the world, the CVs were pounding island bases only a few hundred miles from Japan. In the Channel, our airfields were handy; in the Pacific, we carry them with us.

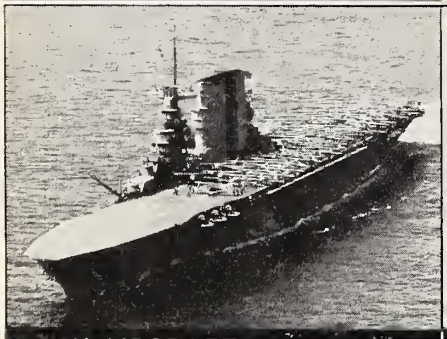
Here are pictured a few of the ships with which America is bringing amphibious warfare closer to the doorsteps of Berlin and Tokyo, and with which, in the same week, we could strike on both sides of the world—on the beaches of Normandy and the shores of Saipan.



BB-BATTLESHIP (Nevada)



CA-HEAVY CRUISER (Augusta)



CV-AIRCRAFT CARRIER



DD-DESTROYER



AM-MINESWEEPER



PC-SUBMARINE CHASER (173 foot)



SC-SUBMARINE CHASER (110 foot)



PT-MOTOR TORPEDO BOAT



APA-TRANSPORT, AUXILIARY, ATTACK



AKA-AUXILIARY, CARGO, ATTACK



APD-TRANSPORT, HIGH SPEED



LANDING SHIP, DOCK



LANDING SHIP, TANK



LANDING SHIP, MEDIUM



LANDING CRAFT, TANK (Mark V)



LANDING CRAFT, TANK (Mark VI)



LANDING CRAFT, INFANTRY (Large)



LANDING CRAFT, MECHANIZED (Mark III)



LANDING CRAFT, VEHICLE, PERSONNEL



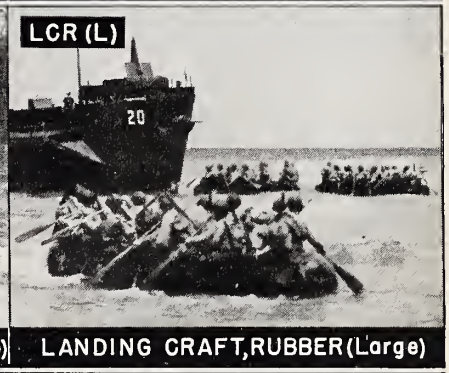
LANDING CRAFT, VEHICLE



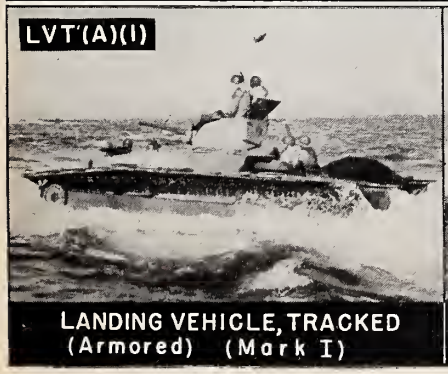
LANDING CRAFT, PERSONNEL (Large)



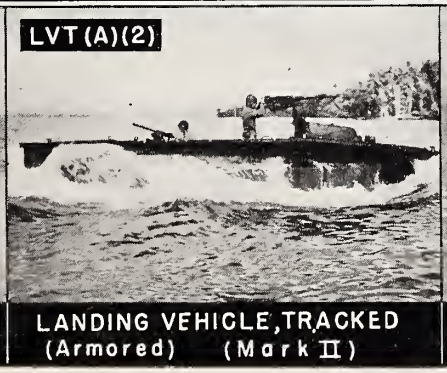
LANDING CRAFT, PERSONNEL (Ramp)



LANDING CRAFT, RUBBER (Large)



LANDING VEHICLE, TRACKED (Armored) (Mark I)



LANDING VEHICLE, TRACKED (Armored) (Mark II)



AMPHIBIAN TRUCK

New Books in Ships' Libraries

The following books have been purchased recently for distribution to the service. Not all titles will be supplied to each unit; rather it is the practice of BuPers to distribute different titles to small units operating in the same area to encourage the exchange of books. A unit is always free to request from the Bureau individual titles of particular interest.

CANAL TOWN by Samuel Hopkins Adams. Frontier days in New York state and the struggle between scoundrels and men of integrity for domination.

HOW TO THINK ABOUT WAR AND PEACE by Mortimer J. Adler. How to think about war and peace rather than a peace plan.

FROSSIA: A NOVEL OF RUSSIA by Martha Edith von Almedingen. A rich, human, many peopled story of Russia in the days of the Revolution.

THE KING TREE by Marie Therese Colette Boecop-Malye. Sumatra and the half-caste dynasty of the Perez family who ruled a small empire for three generations.

LIFE AND DEATH OF LITTLE JO by Robert Bright. Little Jo, a Mexican-American, moves through a life of hardship touched with humor until he leaves his village to fight for Miss Liberty and Uncle Sam.

THE LAUGHTER OF MY FATHER by Carlos Bulosan. Cock fights, a marriage feast and a hilarious law suit are high spots in this life of a fabulous Filipino.

THE FRIGHTENED PIGEON by Richard Burke. American newspaperman and his sweetheart become involved with the French underground in Vichy France.

VICTORY WITHOUT PEACE by Roger Burlingame and Alden Stevens. March of Time technique applied to the swiftly moving Washington political scene of 1918 to 1923.

THE FRAMEWORK OF BATTLE by John G. Burr. Military strategy for the layman illustrated by campaigns and battles of Napoleon, the American Civil War and World Wars I and II.

LIFELINE by Robert Carse. Adventure and drama in this heroic account of our merchant marine of today.

THE AMERICAN HOUSE by Virginia Chase. Amusing account of the trials of running a small town hotel as suffered by the ladylike wife and young daughters of the hotel's owner.

ASIA'S LANDS AND PEOPLES by George Babcock Cressey. Geography, background and human problems of the peoples of Asia.

REBELLION IN THE BACKLANDS by Euclydes da Cunha. Rebellion in Brazil almost fifty years ago.

THE LORD IS A MAN OF WAR by Stanley F. Donath. Anger at the death of his father shot by Nazi Storm Troopers sends Jan Dvorin across the Atlantic to war-torn Europe to seek his own revenge.

ROAD TO TEHERAN by Foster Rhea Dulles. Russian-American relations from the end of the American Revolution to the meeting at Teheran highlighting the parallels in the histories of the two countries.

ESCAPE THE NIGHT by Mignon Eberhart. High feeling and family antagonism lead to a series of three murders centering about the innocent figure of the young and lovely Serena.

BUSTED RANGE by Will Ermine. Neither double dealing, murder nor political domination prove too much for Cress Benton, the wily cowman, and his friend Donna Collett.

THE HORNET'S NEST by Bruno Fischer. Mysterious deaths, fortune-hunting ladies and hard-boiled gangsters dominate this murder tale.

DESTINATION TOKYO by Steve Fisher. Secret mission to Tokyo of a young naval intelligence officer aboard a submarine.

GOOD NIGHT, SWEET PRINCE by Gene Fowler. Frank yet sympathetic account of John Barrymore—his rise to fame and the tragedy of his later years.

BEHIND THE STEEL WALL by Arvid Fredborg. Swedish journalist's revealing picture of life and work in Germany behind the steel wall of the Nazi regime for two years after American correspondents left.

GOD'S FRONT PORCH by Ketti Frings. Of Pinky Harrison, corporal, and his stopover at Heavenly Bend Junction en route to heaven and God's Front Porch.

THE D. A. CALLS A TURN by Erle Stanley Gardner. Doug Selby again turns the trick as he once more disentangles the many threads in this new Gardner brain-twister.

JITTER RUN by Robert Germann. Unpredictable doings of a crazy family from the poker-playing colonel to his Shakespeare-citing son.

BUGLES IN THE AFTERNOON by Ernest Haycox. Kern Shafter clears his name from military dishonor and wins the woman he loves in this romance of Indian fighting in the Dakota country.

DER FUEHRER: HITLER'S RISE TO POWER by Konrad Heiden. Revealing biography of the world's arch rogue indicts not only the man, but our time as well.

MY LOVE MUST WAIT by Ernestine Hill. Vivid, colorful romance of Matthew Flinders, 18th century explorer of Australia's coast line, whose maps are still in use today.

MAP OF MY COUNTRY by John Albert Holmes. Fresh in form and seasoned in thought are these verses from one of our younger poets.

LIMIT OF DARKNESS by Howard Hunt. Twenty-four hours with the Navy torpedo-bombing squadrons on Guadalcanal.

PACIFIC PARTNER by George H. Johnston. Australia, its country and its people told by an Australian for Americans.

HEART ON HER SLEEVE by Clarence B. Kelland. Murder, romance and double-talk center around red-headed Andree who plays the scatterbrain to save her father's factory from sabotage.

HAPPY STORIES JUST TO LAUGH AT by Stephen B. Leacock. Leacock at his best, undisturbed by the tedium of reality.

THE ROAD BACK TO PARIS by Abbott J. Liebling. New Yorker reporter's amiable, witty and heart-warming account of the first three years of the war which comes close to the core of the people who fight at home and at the front.

THE HELICOPTERS ARE COMING by Clinton B. F. Macauley. From Leonardo to the world of tomorrow—the story of the helicopter and what it may mean in the postwar world.

THE THREE MESQUITEERS by William C. MacDonald. Law and order are brought back to the ranch country as Tucson Smith, Stony Brooke and Lullaby Joslin ferret out the secrets of a hostile gang.

THE DEATHS OF LORA KAREN by Roman McDougald. Death by poison and blackmail baffle Investigator Cabot as he struggles to get his man.

WHILE STILL WE LIVE by Helen MacInnes. Spine-tingling adventures of a Young English girl who joins the Polish underground.

HEAVEN IS TOO HIGH by Mildred M. McNeilly. Exciting picture of Alaska, that little known Russian outpost, at the turn of the eighteenth century.

THE WOUNDED GET BACK by Albert Q. Maisel. Miraculous story of the Naval Medical Corps in the South Pacific.

FIRE WILL FREEZE by Margaret Millar. Lethal levities involving passengers of a snowbound bus and the insane woman in whose home they take refuge.

GEORGE M. COHAN: PRINCE OF THE AMERICAN THEATER by Ward Morehouse. Real story of "Yankee Doodle Dandy," and America's favorite song writer.

AN INCH OF TIME by James Norman. Paul Cortland, chasing heroin smugglers in northwest China, joins Chinese guerillas, breaks up a drug ring and gets his girl.

CARTRIDGE CASE LAW by Nelson Nye. Flash Marlott finds the real killer of the murdered miner, but nearly loses that girl from Texas.

THE GREAT SMOKIES AND THE BLUE RIDGE by Roderick Peattie. Southern Appalachians—their history, forests, folklore and customs.

HACKBERRY CAVALIER by George S. Perry. Tall tales of a Texas knight errant, skilled in the rescue of starry-eyed damsels.

HOME IS THE HUNTER by Gontran de Montaigne Poncins. Sensitive portrayal of France as seen through recollections of an old family servant.

PIPELINE TO BATTLE by Major Peter W. Rainier. Realistic story of how water was brought to the fighting men in the desert of North Africa.

SCIENCE YEAR BOOK OF 1944 by John D. Ratcliff. Scientific achievements in the fields of medicine, physics, chemistry, agriculture and aviation for the year which included penicillin and radar among its triumphs.

MARRIAGE IS A SERIOUS BUSINESS by Randolph Ray. Pleasantly informal discussion of marriage, particularly in wartime, by the rector of New York's Little Church around the Corner.

HOME SWEET HOMICIDE by Craig Rice. Slightly mad detective story results when the three young Carstairs base their sleuthing technique on the novels of their mother, an irresponsible writer of mysteries.

YOU ONLY HANG ONCE by Henry W. Roden. Racketeers, reformers, police, and politicians tangle in a fast-moving tale for the hard-boiled fan.

PERSONS AND PLACES by George Santayana. Wise and witty autobiography of the famous Spanish-American philosopher.

New Books in the Armed Services Edition

The Bureau will appreciate comment from the naval service in regard to the Armed Services Edition (paper-bound) books, on such matters as choice of titles, format and distribution.

The following titles are included in the current series of 30 paper-bound books published for the armed services:

H-211—Corporal Thomas R. St. George, c/o POSTMASTER
H-212—Eugene Manlove Rhodes, BEYOND THE DESERT
H-213—C. S. Forester, PAYMENT DEFERRED
H-214—Arnold Bennett, BURIED ALIVE
H-215—Stephen Vincent Benet, WESTERN STAR
H-216—Oliver La Forge, LAUGHING BOY
H-217—I. A. Richards, THE REPUBLIC OF PLATO
H-218—Donald Culross Peattie, FORWARD THE NATION
H-219—Carl Glick, THREE TIMES I BOW
H-220—Cora Jarrett, NIGHT OVER FITCH'S POND
H-221—Jack London, THE CRUISE OF THE SNARK
H-222—Eugene Cunningham, RIDERS OF THE NIGHT
H-223—Michael MacDougall, DANGER IN THE CARDS
H-224—Stewart H. Holbrook, BURNING AN EMPIRE
H-225—Richard Dempewolff, ANIMAL REVEILLE
H-226—Clark McMeekin, RED RASKALL
H-227—Clarence E. Mulford, CORSON OF THE J C
H-228—Kenneth Roberts, CAPTAIN CAUTION
H-229—Grace Zaring Stone (Ethel Vance), THE COLD JOURNEY
H-230—Thorne Smith, THE BISHOP'S JAEGERS
H-231—Franklin P. Adams, INNOCENT MERRIMENT
H-232—Frank H. Spearman, CARMEN OF THE RANCHO
H-233—Robert W. Chambers, CARDIGAN
H-234—Marjorie Barrows & George Eaton, BOX OFFICE
H-235—Felix Riesenberg, THE PACIFIC OCEAN
H-236—Manuel Komroff, THE TRAVELS OF MARCO POLO
H-237—Edmund Gilligan, THE RINGED HORIZON
H-238—Charles Nordhoff & James Norman Hall, BOTANY BAY
H-239—Richard Llewellyn, HOW GREEN WAS MY VALLEY
H-240—Walter D. Edmonds, CHAD HANNA

DRAGONWYCK by Anya Seton. Stormy and violent tale of love and hate among the early high-class Dutch settlers of the Hudson Valley.

THE FEATHER MERCHANTS by Max Shulman. Satire on the civilians' saerifices and what they expect of the men, told in Shulman's peculiar brand of whacky humor.

AWOL; K-9 COMMANDO by Bertrand Shurtleff. Rescued from the German Army's war-dog corps, AWOL returns to northern France on a commando raid and fights his own war against his former masters. Action. Adventure.

THE TREE OF LIFE by Ruth Smith, ed. Selections from the great religious writings of mankind.

TOWARD A BETTER WORLD by Jan C. Smuts. Selections from the speeches of the South African Premier as a contribution toward a better understanding of the world between the two wars.

BONIN by Robert Standish. Illuminating novel of how English and American preoccupation allowed the Bonin Islands to fall into Japanese hands.

LEND-LEASE WEAPON FOR VICTORY by Edward R. Stettinius. Factual account of lend-lease and the part it played in the battle of supplies.

YOU WOULDN'T KNOW ME FROM ADAM by Colonel Lemuel Q. Stoopnagle. "Compendium of fantasy and fiddle-faddle, from a life fraught with caper and prank"—Fred Allen.

THEY SHALL NOT SLEEP by Leland Stowe. Pulitzer prize winner tells what he has seen in Burma, India, China and Russia.

THE NAVY HUNTS THE CGR 3070 by Lt. Lawrence Thompson. Gallant adventure of the 58 ft. yawl, Zaida, and the 21 days she was lost at sea while on coastal picket duty.

REUNION ON STRAWBERRY HILL by Berenice Thorpe. Curiously ingratiating novel of the Lengaard family reunion.

ROOKIE OF THE YEAR by John R. Tunis. A cool-headed rookie breaks into baseball.

Navy Regs

While a lawyer in Edinburgh, Scotland, was engaged in cleaning out an old deed box recently, he came across a quaint document, a chart for married life, the author of which had evidently been a sailor. In seven clauses there are set forth the duties of wife to husband, and those of husband to wife.

The full text of the document is as follows:

Having also read to her the Articles of War, I explained to her the conditions under which we were to sail in company on life's voyage, namely—

(1) She is to obey signals without questions when received.

(2) She is to steer by my reckoning.

(3) She is to stand by me as a true consort in foul weather, battle, or shipwreck.

(4) She to run under my guns if assailed by picaroons, privateers or garda costas.

(5) Me to keep her in due repair, and see that she has her allowance of coats of paint, streamers, and buntings as befits a saucy pleasure boat.

(6) Me not to take other craft in tow, and if any be now attached, to cut their hawsers.

(7) Me to revictual her day by day.

The Month's Alnavs in Brief

No. 95—Citing JAG opinion modifying Alnav 32-44, making aviation personnel of V-5, whose service is extended beyond flight preparatory school, and personnel of V-7, V-9 and V-11 of the Naval Reserve and NAVC, and 6A and 3D of the Marine Corps eligible for mustering-out pay.

No. 96—Defining terms "commanding officer" and "unit" for purpose of administering provisions of the Servicemen's Voting Law and citing certain procedures to be carried out by COs under the act.

No. 97—Giving details for transition to new system for payment of Navy and Coast Guard personnel. (Story on page 68.)

No. 98—Appointing certain lieutenant commanders of the line on the active list of the regular Navy and the Naval Reserve to the rank of commander for temporary service, to rank from 1 March 1944.

No. 99—Announcing appointment to next higher rank, to rank from 1 June 1944, of ensigns and lieutenants (junior grade) on the active list of the regular Navy, Naval Reserve and Women's Reserve, line and staff, with continuous active duty in their respective ranks since 15 April 1943.

No. 100—Citing decision of Secretary of the Treasury, 29 April 1944, exempting from payment of the transportation tax those persons traveling on U. S. Government transportation requests, and announcing that effective 1 June 1944 those traveling on mileage must pay 15% tax on all transportation by common carrier, including seating and sleeping car accommodations obtained for official travel without use of TRs. The latter provision terminates use of the individual tax-exemption certificate. When TRs are not available and travel is performed on per diem orders, reimbursement for the tax paid on authorized transportation will be made if the traveler submits receipts or certificates of claim that TRs were not available when tickets were purchased. Reimbursement for tax paid on sleeping and parlor car accommodation will not be made unless the claim is supported by identification stubs or receipts.

No. 101—Calling for applications before 20 June 1944 for one-year course in aerological engineering convening 31 July 1944.

No. 102—Outlining procedure for submitting NMS Form 4 by all Medical Department activities effective 1 July 1944.

No. 103—Listing conditions which do NOT justify recommendation to BuPers for out-of-line (spot) promotion: (a) complement sheet allows higher rank for billet; (b) officer fully qualified for promotion by reason of age, experience, performance and other special qualifications; (c) officer not recommended by previous selection board or panel; (d) reward for efficient performance of duty in current assignment; (e) eligibility established by completion of minimum service requirements; (f) duties require dealing or conferring with officers his senior.

No. 104—Making provisions of Alnav 121-42, relating to safeguarding of security in officers' fitness reports, applicable to entries in service records of enlisted men. Entries on page 9 of service record will indicate eligibility for area campaign awards by reason of service in ships or other units in areas as defined in General Order 194 but will not indicate location, operations or engagements participated in except those previously announced by general orders. Page 9 will be submitted quarterly or at the time of transfer or discharge, showing authorizations awarded to men not previously indicated in the record.

No. 105—Instructing all ensigns, and all other officers below the rank of captain who have not yet submitted a list of naval schools they have attended as required by Alnav 31-44, to report this information to BuPers 30 June 1944.

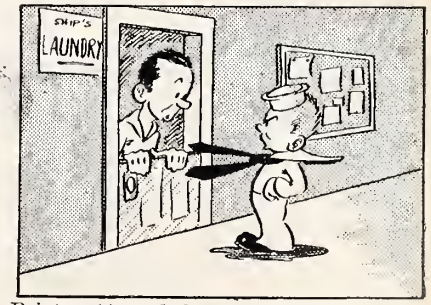
No. 106—Announcing appointment to chief warrant rank for temporary service, to rank from 1 June 1944, of those warrant officers on the active list of the Navy and the Naval Reserve with continuous active duty since 15 April 1943.

No. 107—Citing amendments to BuSandA regulations increasing clothing allowances of enlisted personnel. (See story, page 70.)

No. 108—Giving further changes in procedure necessary to put into effect new pay system referred to in Alnav 97-44 above.

No. 109—Directing that all fitness reports contain full name and file number of officer reported on. Initials are not to be used.

No. 110—Placing all advancements to petty officer ratings on a temporary basis, effective 1 July 1944. (See story, page 67).



Pointer (Armed Guard Center, Brooklyn)

"In the future, don't starch my neckerchief!"

BUREAU OF
NAVAL PERSONNEL
INFORMATION BULLETIN

JULY 1944 NAVPERS-O NUMBER 328

This magazine is published for the information and interest of the Naval Service as a whole, but opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. Articles of general interest may be forwarded to the Editor.

Scuttlebutt

Everywhere you go, there's a word for it. Back home, over the back fence or on Main Street, it's called gossip. In the public press, it's called rumor. For gossip and rumor, the Navy has its own word—scuttlebutt.

Discussing the latest scuttlebutt is such a popular pastime in the Navy that no person who loves the Navy would be so bold as to object to that pastime. After all, it is only human to want to "shoot the breeze."

However, when you hear scuttlebutt, the best and the safest policy is not to believe everything you hear. A reasonably curious and skeptical attitude would be better. Weigh carefully everything you hear, especially when it relates to the Navy, to your role in the Navy, to the progress of the war.

If you can't find the answer to what you want to know, ask questions of your superiors or shipmates who are in a position to know the actual facts or where to look for them.

Wherever available, read the official news and views of the Navy. Read the rules and regulations that come from official sources. The INFORMATION BULLETIN undertakes to furnish you information in an easily readable, understandable form. Other publications also are available for naval personnel.

Where there is no answer immediately available, just bear in mind that the Navy always is considering and reconsidering many of the problems and subjects that are such a great source for scuttlebutt. As new rules, regulations and policies are formulated, they are announced by the Navy and published for the benefit of naval personnel.



1. 20-23 May—U. S. carrier planes attack Marcus and Wake Islands.
2. 27 May—Allies land on Biak.
3. 2 June—Shuttle-bombing Flying Fortresses from Italy raid Balkans and land in Russia.
4. 4 June—5th Army takes Rome.
5. 6 June—Allies invade France.
6. 8 June—Allied bombers sink four Jap destroyers off Biak.
7. 12-13 June—U. S. warships and carrier planes attack Kurils.
8. 14-19 June—U. S. forces land on Saipan, capture Jap airfield after heavy attacks on Marianas by Pacific Fleet warships and carrier planes; 353 Jap planes shot down in single day.
9. 14 June—U. S. carrier aircraft attack Bonin and Volcano Islands.
10. 16 June—Army B-29s bomb Japan.
11. 16 June—Chinese capture Kamaing, main Jap supply base in north Burma.
12. 17 June—French forces land on Elba Island.
13. 18 June—U. S. troops cut across Cherbourg peninsula.
14. 18 June—Japs capture Changsha.
15. 18-19 June — U. S. carrier planes sink Jap carrier, batter other warships, drive off big Jap fleet.
16. 20 June — Red Army takes Viipuri in offensive against Finland.

LETTERS TO THE EDITOR

This column is open to unofficial communications from within the Naval Service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Communications which violate these provisions may be returned via official channels. Do not send postage or return envelopes; no private reply will be made.

ALL HANDS

SIR: There has been a friendly argument between two of us here regarding meaning of the term, "All Hands." I maintain it applies to all officers and enlisted men. The personnel officer states it pertains to enlisted men only. What is the word?—E.B., ACRM.

• *You are correct. "All Hands" means the "whole ship's company."*—ED.

SEA AND SHORE DUTY

SIR: May a man serving in the Pacific Fleet be assigned to shore duty on the East Coast? I have continuous sea service since first enlisting in 1934, and my home and family are in the Norfolk area. —C.S.K., CY, USN.

SIR: Will men with the most time in sea duty be given preference in exchange to shore duty? I have over 19 years' continuous sea duty and am now in the Pacific Fleet.—P.H.B., CFC, USN.

• *Transfer from the Pacific Fleet to East Coast activities is authorized only in the cases of personnel under ComFairWestCoast, who has authority to interchange with activities under the jurisdiction of all air functional training commands. The interchange program for ComSerPacSubord-Command has not been extended as yet to include the First to Eighth Naval Districts, being limited at present to the Ninth, Eleventh, Twelfth and Thirteenth Naval Districts.*

The needs of the service for enlisted men in their present sea billets is one of the chief factors in determining whether they may be transferred to shore duty. Consideration is given, where possible, to those men with long periods of sea duty. For further details, see page 68, February 1944 INFORMATION BULLETIN.—ED.

BENEFICIAL SUGGESTION

SIR: Why not save both time and paper by changing the spacing on all new Navy forms which require the use of typewriters to typewriter spacing?—D.F.E., Y1c.

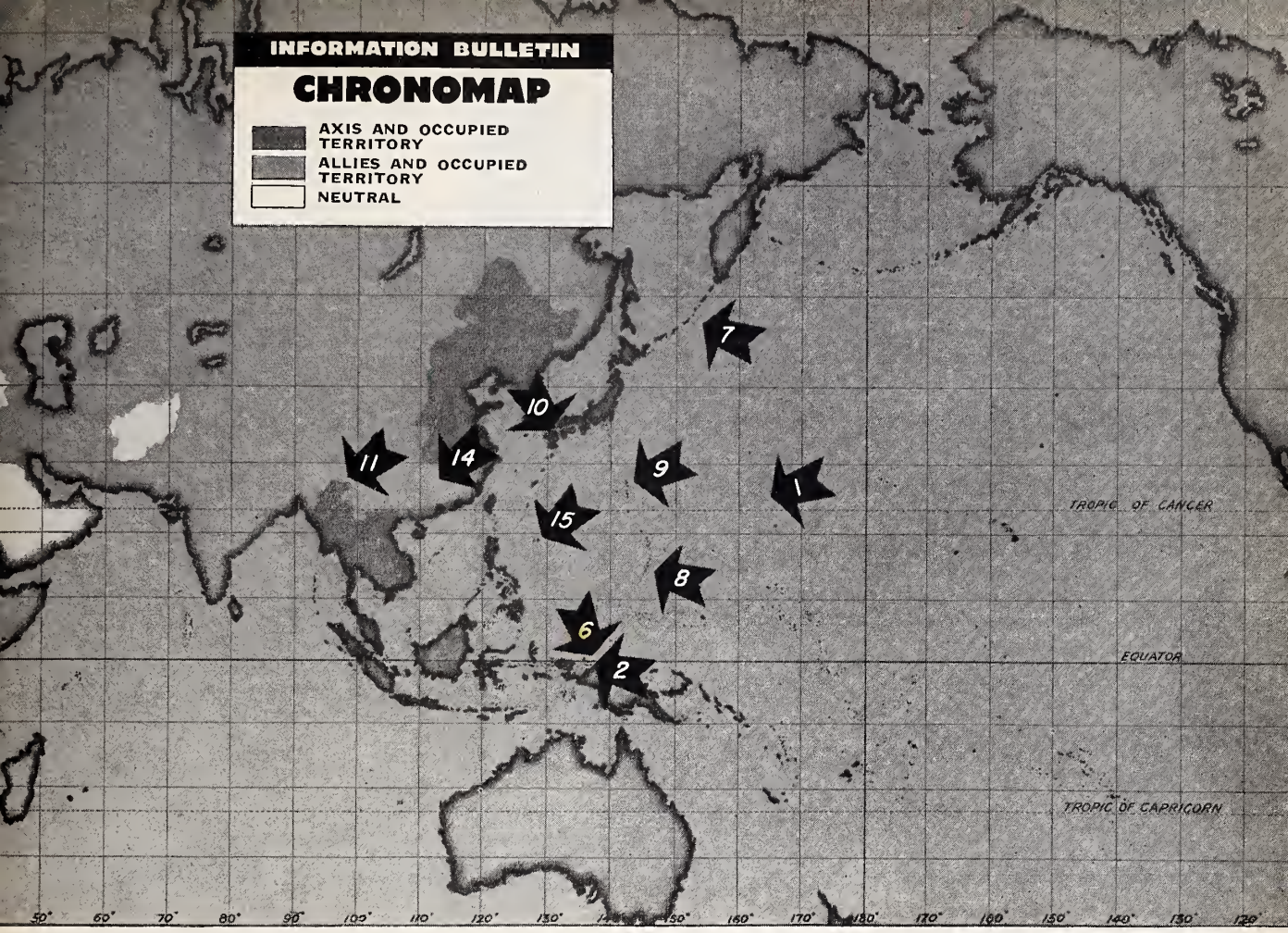
• *All Navy forms for use with typewriter are now being adjusted to standard typewriter spacing.*—ED.

MUSTERING-OUT PAY

SIR: Will a regular Navy man get mustering-out pay if he stays in the Navy after the present emergency?—L.J., SK2c, USN.

• *An enlisted man of the regular Navy who remains in the service after the termination of the present war will be entitled to mustering-out pay when ultimately discharged for the purpose of effecting a permanent separation from the service, provided such payment is otherwise proper under provisions of Alnav 32-44. The fact that the man may voluntarily reenlist on the day following the date of such discharge will have no bearing on his right to MOP. However, under the provisions*

(Continued on Page 54)



THE MONTH'S NEWS

PERIOD OF 21 MAY THROUGH 20 JUNE

The War

At both ends, and within two weeks, the Axis last month felt the deadly wallop of Allied might in full offensive:

• *In the Pacific* the U. S. Navy's 5th Fleet defeated a major segment of the Jap grand fleet, brought down a record number of enemy aircraft and pushed through an invasion of the Marianas. At the same time, the Jap mainland was bombed by the Army's new B-29s, and the Navy added carrier raids on the Kurils, the Bonin and Volcano Islands, Marcus and Wake (see page 2).

• *In Europe* the Allies launched their long-planned invasion from the west, establishing beachheads in Normandy and moving to take Cherbourg harbor (see page 6).

Nor was that all:

Russia began to put the squeeze on Germany from the east by opening an offensive designed to take Finland out of the war. The Red Army crashed through Finnish defenses on the Karelian Isthmus and advanced 15 miles on a 25-mile front the first day. A swift 60-mile drive up the isthmus resulted in the capture of the fortress city of Viipuri, 135 miles from Helsinki. Finns admitted that they could not withstand the sledge-hammer Soviet drive for long, without assistance from Germany, and this aid apparently was not forthcoming.

To the south, the offensive by the 5th and 8th Armies in Italy resulted in a union with the Allied forces on the Anzio beachhead, and the capture of Rome on 4 June, 270 days after the start of the Italian campaign. The Nazis surrendered Rome without a struggle, and its cultural and religious monuments and buildings were undamaged. General Kesselring's German 14th Army fled northward so fast that General Clark's U. S. 5th Army had difficulty keeping in contact. It was estimated that the Germans lost 70,000 men—about 60% of their troops in Italy—in 24 days.

A French army captured the island of Elba.

Blasting of Rumanian oil refineries and other targets in eastern Europe by U. S. planes was intensified through the inauguration of shuttle

Huge Offensives Opened Almost Simultaneously Against Nazis and Japs

LAST AUGUST



Americans and Canadians, landed by a U. S. Navy task force, hit the beach on Kiska only to find that the Japs had fled under pre-invasion naval and air attacks. On the same day—15 August—Allied forces landed on Vella Lavella Island in the South Pacific.

AUGUST 1944

SUN	MON	TUE	WED	THU	FRI	SAT
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

★ WHAT WILL WE DO THIS YEAR? ★



Official U. S. Navy photograph

Rome: Cheering crowds greet Allied tanks rumbling through city.

bombing between Russian and Italian bases. It was revealed on 2 June that Flying Fortresses based in Italy had bombed Cluj, Rumanian oil center, and then proceeded to an unidentified Russian base behind the eastern front. A few days later the planes returned to Italy, bombing heretofore inaccessible targets en route.

In retaliation for these many-pronged attacks, Hitler struck back on 15 June with his vaunted "secret weapon"—a robot plane carrying one-ton bombs. Hundreds of these, apparently released from the German-occupied French coast, streaked across the Channel to fall indiscriminately on southern England. While admitting that the robot planes caused considerable casualties and damage, the British were not especially alarmed at the new threat after the first surprise at seeing the projectiles zooming along at 200 to 250 miles per hour with exhaust flames shooting from their tails. Some of the robots were exploded in midair by fighter planes and ack-ack, and bombing of the so-called "rocket coast" near Calais was intensified.

In the Southwest Pacific, Allied forces continued to nip off isolated Jap strongholds and bomb their bases at Truk and in the Marshalls. An invasion fleet under the command of Rear Admiral William M. Fechteler, USN, struck 27 May at Biak Island, only 880 miles from the Philippines. There the first tank battle of the Southwest Pacific was fought and the Jap tanks destroyed with 75-mm. cannon. Within three weeks all three airfields on Biak were captured and American planes were operating from the island. A Jap task force of one cruiser and six destroyers was engaged off the coast of Biak on 8 June by Mitchell medium bombers. When the battle was over, five destroyers were claimed sunk by the airmen and the cruiser and one destroyer had fled. A group of five destroyers, attempting either to evacuate or reinforce the island, was routed a few days later by our naval units.

Only in China were the Japanese having any success. A powerful army, driving along the Hankow-Canton railway, captured Changsha on 18 June and threatened to split China and isolate Allied air bases and Chinese guerilla forces nearest Japan.

In the India-Burma campaign, Allied troops advanced steadily near Kohima. Progress was made toward capture of Myitkyina. General Stillwell's Chinese forces took Kamaing.

Undersea warfare, both in the Atlantic and Pacific, was going especially well for the Allies. Our subs in the Pacific sank an average of more than two Japanese ships a day for a 30-day period, while ship losses in the Atlantic reached an all-time low.

CASUALTY FIGURES

Casualties among naval personnel through 20 June totaled 46,927. Totals since 7 December 1941:

	Dead	*Wounded*	*Missing**	*Prisoners**	*Total*
U. S. Navy.....	15,181	4,976	8,214	2,517	30,888
U. S. Marine Corps	4,555	7,956	868	1,944	15,323
U. S. Coast Guard.	339	148	229	0	716
Total	20,075	13,080	9,311	4,461	46,927

* A number of personnel now carried in the missing status undoubtedly are prisoners of war not yet officially reported as such.

Navy News

• Although Christmas is still some months away, the Navy Mail Service already is making plans to handle a record volume of Christmas mail for Navy, Marine and Coast Guard personnel stationed overseas. The 30-day period from 15 September to 15 October has been designated as Christmas Mail Month for those outside the U. S. Limitations for gift packages are five pounds in weight, 15 inches in length and 36 inches in length and girth combined. Emphasis is being placed on the necessity of addressing packages properly, as several thousand Navy Christmas packages were delayed last year because of incorrect addresses.

• Our submarines are now sinking five times as many ships as they did at the beginning of the war, SecNav Forrestal announced in a naval review and war roundup on the day the Allies invaded France. Comparing sinkings from 7 Dec. 1941 to 7 May 1942 with the five-month period from 5 Jan. to 5 June 1944, he said our subs have sunk the following ships:

Type	7 Dec.-7 May 1942	5 Jan.-5 June 1944
Tankers	6	22
Transports	6	17
Freighters	21	129
Freighter-transports ...	1	22
Naval auxiliaries.....	3	5
Combatant ships	3	5
Total	40	200

Secretary Forrestal also announced that a new record in shipbuilding was established in May, when 400,000 tons of new naval vessels were completed. The previous peak was 305,000 tons in November 1943. Included in the May total were 198,000 tons of landing craft and 142,000 tons of combatant ships. In the latter group were a new battleship of the *Iowa* class, a new aircraft carrier of the *Essex* class and a new cruiser of the 10,000-ton *Cleveland* class.

• The largest Naval Academy class in history—914—was graduated on 7 June at exercises addressed by SecNav James Forrestal. He compared the U. S. Navy of 1845, the year the Academy was established, with the present fleet of more than 1,000 combat ships, and emphasized the Navy's part in the war.

"In the last analysis," he declared, "the defeat of Germany, as well as of Japan, will be effected by the Army on land, and the main part of that burden will be borne, as it always has been, by the queen of battle, by the infantry, by the men on foot, in trenches, with rifle fire and bayonet expelling the enemy from his positions. But these men and the supplies which sustain them can only get to the point of attack if we have command of the sea."

While the Academy is 99 years old, this was the 104th graduating class in wartime. Normally, this class

would have graduated in 1945. Among the 914 graduates were 160 who entered the Academy from enlisted grades of the Navy. The largest previous class was 766 in 1943.

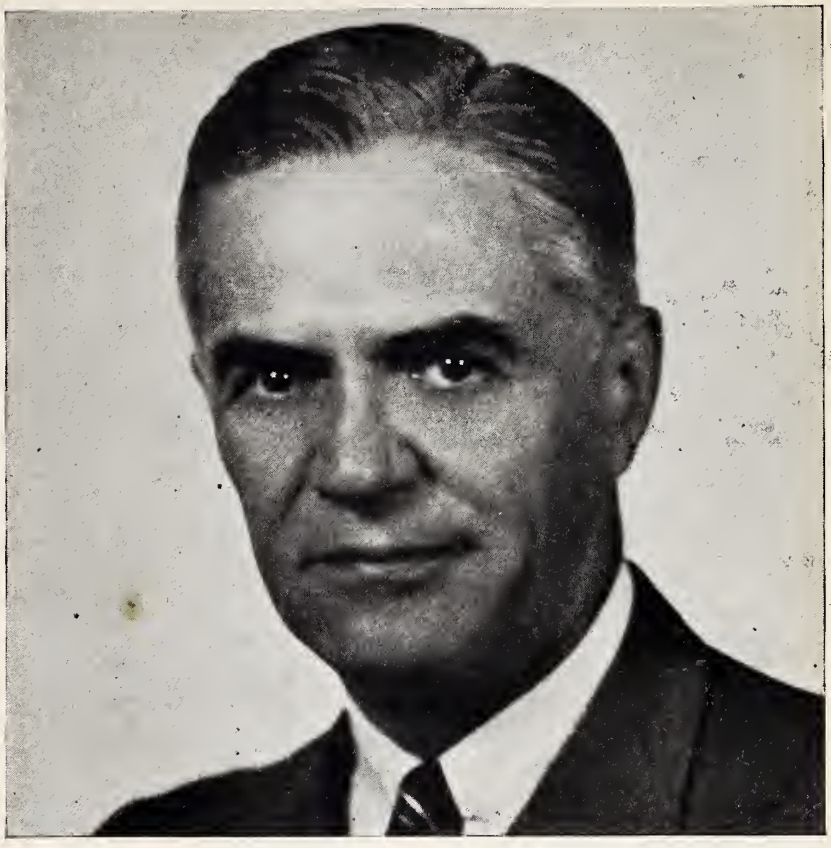
• Naval personnel who took part in the invasion of Normandy were given V-mail forms which they could fill out and return to their home town newspapers and radio stations. The forms, which were passed out after men returned to their British bases, were prepared by the Navy's public relations office in London to promote fleet and civilian morale by the quick release of information identifying personnel taking part in the invasion. Spaces were provided on the forms for such material as the name, age and rank of the individual, the country invaded, previous action, promotions, medals or citations previously won, and the names and addresses of relatives.

• Headquarters of the Naval Air Primary Training Command was moved 1 July from Fairfax Airport, Kansas City, Kans., to the Naval Air Station, Glenview, Ill. The change was made because no primary training is under way now at Kansas City, while there is a large primary training group at Glenview. There are 130 units under the Naval Air Primary Training Command, located throughout the country.

War bond purchases by naval personnel in May amounted to $30,234,393, an increase of 54.4% over the same month in 1943, bringing the total since the Navy bond program started in October 1941 to $572,437,895. The month's total was divided as follows: $17,293,369 in purchases by civilian personnel under the payroll savings plan $10,330,725 in allotment purchases by uniformed personnel of the Navy, Marine Corps and Coast Guard; $2,610,299 in cash purchases by military and civilian personnel.

Returns from the Navy's Independence Day "extra" war bond sale (1 July to 8 July) will boost total sales substantially. The Navy holds two extra war bond sales each year—on Pearl Harbor day and on the Fourth of July. All cash bond sales made during the Independence Day drive will be credited to the fifth war loan total. Bonds bought by Waves will go for the purchase of two motor torpedo boats to be launched 30 July, second anniversary of the signing of the bill which established the Women's Reserve.

• The Navy will save more than $10,000,000 during 1944 by renovating issue clothing, BuS&A estimates. Plants at Dutch Harbor and Pearl Harbor are cleaning and repairing about 120,000 pounds of special and protective clothing each month, while private plants in the U. S. are renovating 100,000 pounds of soiled, worn or salt-sprayed garments shipped in from cold regions. Clothing which cannot be repaired is sold for salvage.



Official U. S. Navy photograph

Ralph A. Bard Named As Undersecretary

Ralph A. Bard, 59, Assistant Secretary of the Navy since early 1941, was nominated 19 June by President Roosevelt for the post of Undersecretary of the Navy, the position left vacant when James Forrestal was made Secretary on the death of Frank Knox. His appointment was confirmed by the Senate 21 June.

Recommended by Secretary Forrestal, Mr. Bard may be the Navy's representative on the War Production Board along with other duties.

The new Undersecretary was appointed Assistant Secretary on 24 February 1941 and was put in general administrative control of all naval shore establishments and matters affecting civilian employees.

Under his guidance a gigantic program in modern personnel administration was launched. Nothing in history has equaled the Navy's tremendous expansion ashore since the start of the war. Today, with more than 700 naval shore establishments employing 725,000 civilians, the Navy is the largest single employer of industrial labor in the U. S.

In addition to performing special duties assigned by the Secretary of the Navy, Mr. Bard had immediately responsible to him, as Assistant Secretary, the Division of Shore Establishments and Civilian Personnel, the Administrative Office, the Transportation Branch, the Office of the Management Engineer and the Inspection Division.

Duties assigned to Mr. Forrestal when he was Undersecretary include: Liaison with departments and industrial agencies other than the Budget, Army, Material and Labor; legal matters (routine legislation); Judge Advocate General; contracts; tax questions; Compensation Board; Naval Examining Board; Naval Retiring Board, and Board of Medical Examiners. A reassignment of duties from the Secretary down will be made soon.

A Chicago businessman, Mr. Bard was president of his own investment firm, Ralph A. Bard & Co., and was a director of various companies before he became connected with the Navy. He has served as vice president of the Chicago Council of Boy Scouts; was Director of Military Relief, Central Division of the American Red Cross, during World War I, and in 1938 was Chicago's Community Fund drive chairman.

He and Mrs. Bard, the former Mary Hancock Spear, have four children. His sons and two sons-in law are in the service—2nd Lt. Ralph A. Bard Jr., USMC; 1st Class Midshipman George M. Bard II, USN; Lt. (jg) Martin E. Manulis, USNR, and Major Thomas D. Johnson Jr., of the Army Air Forces.



Official U. S. Navy photograph

Admiral Fitch and anniversary cake.

• Vice Admiral Aubrey W. Fitch, USN, Commander Aircraft, South Pacific, from September 1942 to May of this year, has been named Deputy Chief of Naval Operations for Air, succeeding Vice Admiral John S. McCain, USN, whose new assignment was not immediately disclosed.

In 18 months under Admiral Fitch's command Army, Navy, Marine and New Zealand airmen destroyed 3,218 Japanese planes—about five times as many as his forces lost.

Before sailing for San Francisco, Admiral Fitch and 14 Navy enlisted men, the only original members still with ComAirSoPac, celebrated the second anniversary of its establishment in April 1942, the month he arrived in the South Pacific.

• Vice Admiral Russell R. Waesche, USCG, was sworn in 14 June by SecNav Forrestal for a third four-year term as commandant of the U. S. Coast Guard. Commissioned an ensign in the Coast Guard in 1906, he advanced through the ranks until his appointment as commandant on 14 June 1936. Admiral Waesche has presided over the greatest expansion of the Coast Guard in its history. It now includes 175,000 officers and men.



Admiral Waesche

• A lumbering LCI, now converted into a gunboat, and a smaller, heavily armed "Gadget" recently sank seven Japanese barges in one night at Bougainville. The barges, some of them 40 feet long and capable of carrying 30 men, were slipping down a river toward the sea when intercepted. When the action was over every barge in the group had been "shot out of the water." Just how an LCI can be converted into a gunboat and what a "Gadget" is are military secrets.

• Two German one-man submarines were sunk off the coast of Italy a few months ago by the PC 558, which was later reported lost. The tiny subs appeared to have a glass dome about two feet in diameter, extending 8 or 10 inches above the water. What appeared to be a propeller wake was observed about 10 feet astern of the dome. The subs disappeared after fire was opened with 20- and 40-mm. guns and depth charges were dropped.

• The average enlisted man in the Navy is 23.5 years old, the average soldier is 25.78 and the average marine is the same as the Navy, 23.5, according to statistics released by the Office of War Information. A breakdown by age groups reveals that 71.2% of Navy enlisted men, 60.5% of Army enlisted men and 77.3% of Marine enlisted personnel are under 26. Following is the distribution of enlisted men in each age group:

Age.	Army	Navy	Marines
19.9 and under	11.7%	34.1%	29.8%
20-22.9	26.3	24.6	32.7
23-25.9	22.5	12.5	15.8
26-28.9	14.3	8.7	8.4
29-31.9	10.3	7.1	5.0
32-34.9	7.1	5.3	2.6
35-37.9	5.2	4.0	1.9
38 and over..	2.6	3.7	3.8
Total	100.0	100.0	100.0

• Orders were placed last month by the Clothing Division of BuS&A for 136,300,000 articles of clothing for enlisted personnel of the Navy. They included: 52,000,000 handkerchiefs, 30,000,000 nainsook underdrawers, 23,000,000 cotton undershirts, 30,000,000 pairs of black cotton mercerized socks and 1,300,000 pairs of woolen bathing trunks.



Official U. S. Navy photograph

Skipper Mealley (right) and senior members of his crew. (See below.)

• A crew of 10 youthful sailors, captained by a 21-year-old boatswain's mate first class, recently sailed a new Navy vessel from an East Coast port to San Diego, Calif. Their ship was a 313-ton garbage lighter, which they called "a garbage scow with a plow bow." During the voyage they battled heavy winds and waves, which sometimes towered 40 feet, and sailed with a faulty compass. The skipper, James P. Mealley, is a veteran of four years in the Navy and has had two ships sunk from under him, the *Langley* and the *Pecos*. Most of his crew have been in the Navy only a few months.

• One Navy blimp squadron has rescued 18 stranded airmen from almost impenetrable Brazilian jungles within a month. Fifteen of the men—two RCAF flight officers, 12 Army flyers and one Navy pilot—were picked up



Official U. S. Navy photograph

Surabaya: Bombs leave smoke spirals in raid on Jap-held Java base.

by a single airship which participated in all three operations. Navy airships were summoned in each rescue after it was found that no plane could land in the marshy or jungle terrain in which one Canadian plane, a Navy Widgeon, two B-25s and a B-24 had made forced landings.

• Appointment of district dental officers to maintain close contact with all dental activities in the naval districts has been announced by BuMed. Capt. Robert S. Davis, USN, Chief of the Dental Service, BuMed, said district dental officers "will plan for the establishment, maintenance and reduction of dental facilities in accordance with the commandant's plan for operation. They will recommend regarding assignments, transfers of officer and enlisted personnel within the district. They will advise local naval authorities relative to dental matters and be available for consultation."

• Eight Seabees in the Solomons recently raised a midget two-man submarine, scuttled by her crew during the second Battle of Savo Island. The sub was discovered 300 feet off shore in 20 feet of water. Two Seabees, using a homemade diving outfit, reported the sub was undamaged and lying right side up. Two unexploded torpedoes had been rendered harmless by long submersion. When pulled ashore the sub appeared to be a sister ship of those captured at Pearl Harbor. It was about 50 feet long and had two propellers. No bodies were found in it.

• Seventy-five percent of the rubber now used by the Navy is synthetic. Synthetic rubber is used 100% for smaller sizes of tires, footwear, protective clothing, medical and surgical goods and gas masks.

Gunner's Prayer Is Answered

When things looked pretty black for a Marine divebomber over Rabaul, with a mess of Zeros in hot pursuit, the pilot, Capt. Harold Walker, USMC, heard his 19-year-old gunner, S/Sgt. Greydon Tabor, praying over the throat mike:

"Listen to me, Lord. I don't care about myself, but the captain here has a wife who loves him. Get him back, Lord. Listen to me . . ."

Then the voice faded and the gunner's twin 30s were quiet. When the plane got back to base Captain Walker had two holes in his leg and there were more than a hundred in the plane. Staff Sergeant Tabor was dead.



Official U. S. Coast Guard photograph

North Africa: Blast lights sky after Nazi bombs hit Allied freighter.

• Members of the French Navy's Services Feminins de la Flotte (French counterpart of our Women's Reserve) are being trained in Navy schools under terms of an agreement between the two navies. One of the first to receive training will be Third Officer (Ensign) Denise Fenard, shown here, daughter of Admiral Raymond Fenard, chief of the French Naval Mission. She will take the two-month course this summer in the WR Midshipmen School, while two petty officers are now attending the enlisted boot camp in The Bronx, N. Y. The French Navy has nearly 2,000 women serving in North Africa.



• Hundreds of small Navy craft are now using a new Sperry gyrocompass only 19 inches in diameter and the same height as the standard gyrocompass. It is particularly adaptable for use in landing craft because it is non-magnetic, unaffected by cargoes of tanks, guns, trucks and jeeps carried aboard various types of landing craft.

• Civilian employes of the Navy, Coast Guard and Marine Corps who have made outstanding contributions to the war effort will be eligible for two new awards: the Distinguished Civilian Service Award and the Meritorious Civilian Service Award. The former will be awarded by the Secretary of the Navy and the latter by the commanding officer or commandant of a naval activity. The awards will consist of a certificate and a lapel emblem. Achievements since 7 December 1941 may be considered in making awards.

• Navy fighting men on duty in the Atlantic war theater are spiritually fine and are adjusting themselves "with remarkable fortitude, resourcefulness and a never-absent American sense of humor."

That statement was made by Capt. Robert D. Workman (ChC), USN, director of the Chaplains Division, who recently returned from a 25,000-mile tour of naval activities in the Caribbean, South America, the Mediterranean areas and the British Isles.

"From my own observations and from detailed reports reaching me from the Pacific, I can say that chaplains on duty with the fleet and at overseas bases are doing a magnifi-

Pharmacist's Mate Is Midwife on LCI

With a 23-year-old pharmacist's mate serving as midwife, an Italian woman gave birth to a baby recently aboard a U. S. naval vessel.

The blessed event took place in an LCI en route from Anzio with refugees being evacuated to Southern Italy. Failing to find any instructions in a Navy medical book, Anthony Savarese, PhM2c, USNR, chose an aged Italian woman as his assistant and went to work. A healthy boy was delivered, the mother was all right and the father was happy.

The child was named for a chief boatswain's mate and a machinist's mate who were the largest contributors to a collection taken up by the crew for the baby.



Official U. S. Navy photograph

New Guinea: Jap freighter under attack from Navy PB4Y off Mapia.

cent job," Chaplain Workman reported. He was accompanied by Comdr. John R. Boslet (ChC), USN, and Lt. Comdr. Joshua L. Goldberg (ChC), USNR. The traveling chaplains found church services well attended and estimated that they themselves conducted services for more than 40,000 men. Among the church leaders who greeted them on the tour were the Archbishop of Canterbury, the Cardinal of Naples and the Chief Rabbi of Algiers.

Enemy's 'Secrets' May Be Ours, Too

How loose talk may aid the enemy — even when it's about something he already knows — was illustrated recently in an address by Rear Admiral Francis S. Low, USN, chief of staff of the Tenth Fleet.

"Not long ago," he said, "the news did leak out that the Germans were using an acoustic torpedo, an explosive device which tracks a vessel by the noises generated by the target ship. Both we and the British were aware of this possibility (the thought is as old as the hills) and we knew what to do about it. But we would have preferred to have the Nazis continue the use of this torpedo in ignorance, long after we had learned to counteract its effectiveness.

"Instead, the Germans quickly found out that they would have to try something else. And we, in turn, shall have to try our best to counter whatever new weapon they may bring out to take the place of the one which did not live up to their expectations."

Ships & Stations

• Selection specialists were so surprised when a 19-year-old recruit at the San Diego NTC scored a perfect 76 on his GCT and a perfect 77 on his arithmetic examination, that they "hand-graded" the tests to see if the grading machines had erred. But they found that the original scores were correct. (While probability odds are not calculable, this is the first such instance known to BuPers.) The recruit is T. W. Demaree of Pasadena, Calif., who was a sophomore premedical student at U.C.L.A. when he was called for Navy service.

• Two sailors stationed at NAS, Melbourne, Fla., who volunteered for night duty and did their sleeping in the afternoons in order to attend public high school from 9 a. m. until noon, received their diplomas with the spring graduating class of the local high school. When they reported to Melbourne NAS in 1943, Thurman J. Frashure, ARM3c, USNR, of Buckhannon, W. Va., and Paul R. Baker, AMM3c, USN, of Plant City, Fla., needed only a few credits to complete their high school educations. Now they plan to attend college when their duties with the Navy are over.

• When his son was lost while flying with the RAF against the Germans, 49-year-old Sidney McGillvary Brown left his post as professor of history at Lehigh University, Bethlehem, Pa., and enlisted in the Navy in October 1942. Credited with downing 13 German planes while flying with the RAF in World War I and recipient of 15 decorations including the French Croix de Guerre, Brown has four college degrees (B.A., M.A., B.Litt. and Ph.D.), the three highest from Brasenose College, Oxford, England. He is the author of two books, "Medieval Europe" and the "Royal Pedant." He is now on duty in the public relations office of NAS, Norman, Okla., with a rate of Sp(T)2c.

• A 45-year-old World War I veteran, Leon McClelland, MM2c, USNR, is going through boot training for the third time at Great Lakes. McClelland, whose two adopted sons have been killed in action in the present war while serving in the Navy—one at Pearl Harbor and the other at Tarawa—first enlisted in the Navy on 3 April 1917. He was discharged on 20 Dec. 1919 but enlisted again on 13 Sept. 1920 and went through recruit training for the second time. He served until 19 Dec. 1921 when he accepted a discharge because the Navy was overmanned.

• When the most disastrous flood in years hit the town of Ottumwa, Iowa, officers, cadets and bluejackets answered the call for help and worked for several days rescuing marooned citizens and livestock and carrying property out of range of the high waters. They received high praise from the community for their work.

• *Seadust*, publication of the NTC, Gulfport, Miss., requested editorially "one good, stinking, can-eating, razor-horned Billy-goat" for station mascot. The request soon was answered when a young citizen near Gulfport donated "Curly," a spirited, silky-haired and long-horned Angora, about 2½ years old. "Curly" appears on all official occasions.



The Home Front

• More than 74,000 veterans of the current war were placed in civilian jobs during February and March by the U. S. Employment Service. Many of the placements were made in ship and repair industries, manufacture of aircraft and parts, and in the iron and steel industry.

Regulations have been issued by Brig. Gen. Frank T. Hines, Administrator of Veterans Affairs, for the organization and operation of veterans' service committees in each state to centralize aid to returning veterans. These state committees will aid communities in establishing veterans' information centers.

• To provide an adequately trained medical representative aboard every merchant cargo ship, the War Shipping Administration has created the job of junior assistant purser-pharm-



Official U. S. Navy photograph

AFT-er EFFECT: Clementine, who's stationed at Midway, displays the new fly-switcher fashioned for her by Seabees from a length of ¾-inch rope after the original was lost in an accident.

acist's mate. After a five-week "boot" course, recruits are given 12 weeks at the Maritime Service Hospital Corps School and a five-week course in the work of pursers. It is estimated that only one out of every four merchant ships has a medical representative aboard.

• Development of the most powerful aircraft engine in the world is claimed by the Allison Division of General Motors. It is a liquid-cooled 24-cylinder engine developing about 3,000 horsepower and weighing less than one pound per horsepower. The new engine has twice the piston displacement of the 12-cylinder Allison now used in Lightning, Mustang, Invader, Airacobra and Warhawk planes.

• A survey conducted by the War Department at one of its eastern separation centers indicates that 40% of the veterans being discharged do not want their old jobs back. The percentage was even higher at a West Coast center. Many veterans even do not want to return to their old home town.

• U. S. plane production during the first five months of 1944 was more than 5,000 four-engine bombers, WPB announced. Our monthly plane output now is at a rate of more than 4 to 1 compared with Germany and 7 to 1 compared with Japan. German plane production is estimated at 1,800 monthly, while Japan's is between 1,000 and 1,400 monthly.

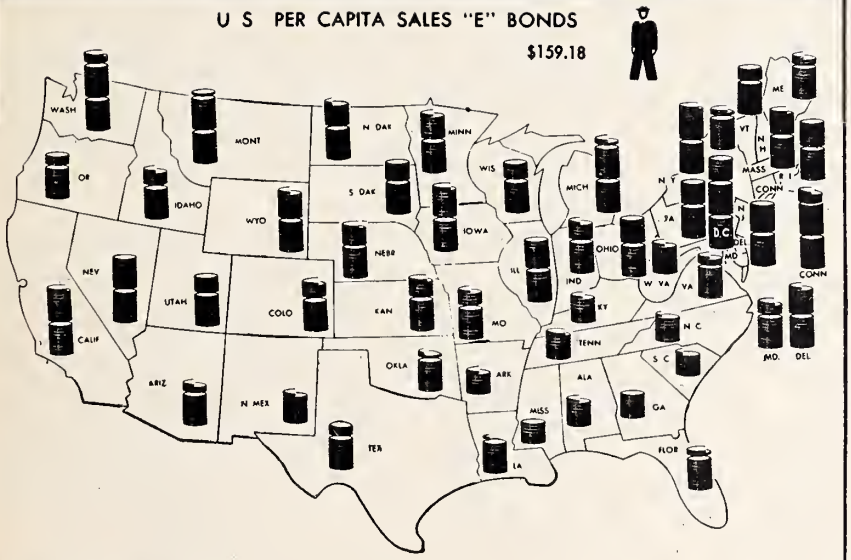
• U. S. commercial airlines will operate 140,000 miles of lines around the globe after the war, the Civil Aeronautics Board disclosed. One new route will extend from New York to Newfoundland or Labrador, Eire, London, Berlin, Prague, Vienna, Istanbul and Cairo. Another will follow the same route to Eire, then branch off to Paris, Switzerland, Rome, Athens, Cairo, Basra, Karachi and Calcutta.

• Due to inadequate storage facilities for a tremendous egg surplus in the U. S., War Food Administrator Marvin Jones announced that eggs are being converted into animal feed in order to support egg prices. Housewives were being urged to buy an extra dozen to alleviate the storage problem. Heavy milk output permitted a boost in ice cream quotas of 85% for June and 75% for July.

• In May, U. S. plants made 100 billion units of penicillin—one third more than in April and 250 times as much as a year ago. The available supply for civilians was doubled. Present average cost of penicillin treatments: $35 for severe septicemia (1,000,000 units), $5 for gonorrhea (150,000 units).

• The nation's shipyards continued their production pace during May. The Maritime Commission announced that 155 merchant ships of 1,537,915 deadweight tons had been delivered. This boosted the 1944 total to 719 ships with a combined deadweight tonnage of 7,247,557.

THE FOLKS BACK HOME BUY BONDS...



Each cain represents $10

An average of $159.18 warth af "E" bonds for every man, woman and child in the U. S. had been sald by the end af February, 1944. At $18.75 each, this was the equivalent of eight and a half $25 bonds far every civilian in the cauntry. Cannecticut led all states with an average af mare than twelve and ane-third $25 bands per resident. "E" band sales naw exceed half a billion pieces, enaugh ta make a stack 39½ miles high.

PICTOGRAPH CORPORATION

Quotes of the Month

• *Gen. Eisenhower:* "My complete confidence in the ability of the Allied armies, navies and air forces to do all they are asked to do has been completely justified."

• *Admiral Halsey:* "Whereas we had a shoestring 19 months ago, we now have a large-sized boot. The Jap is a small man and he can be dislodged easily with a large-sized boot."

• *Japanese broadcast after Yawata bombing:* "We should not think that we have been passively attacked, but that we have actively pulled the enemy toward us."

• *Gen. Kurt Dittmar, Nazi military commentator:* "The Atlantic Wall never became an inflexible structure of steel and concrete."

• *Allied spokesman in Italy:* "Scattered remnants of the German 14th are mainly engaged in stealing one another's transport, to get away as fast as possible."

• *Viscount Halifax, British Ambassador, after a tour of U. S. war plants and training camps:* "Hitler would quake in his boots if he could see what you're doing."

• *Rear Admiral D. C. Ramsey,* USN, *Chief of BuAer:* "From our point of view, the sooner we get into a knock-down, drag-out fight with the enemy's navy, the better; for we can afford to play the game of ship for ship and they cannot."

• *Marshal Stalin:*" The wounded beast who has retired to his lair does not cease to be dangerous. We must finish it off in its own hiding place."

THE WAR AT SEA

ALL DATES LOCAL TIME UNLESS OTHERWISE INDICATED

U. S. Navy Communiques And Pertinent Excerpts Of Other Official Reports

21 MAY

PEARL HARBOR, *Pacific Fleet Press Release*—A single Liberator of the 11th AAF bombed Shimushiru and Ketoi Islands in the Kurils on the night of 18-19 May (West Longitude date). No opposition was encountered. Shimushu was bombed by search planes of Fleet Air Wing 4 before dawn 19 May. Nauru Island was attacked by planes of the 7th AAF during daylight 19 May. Phosphate works and defense installations were hit. Ponape Island was bombed by 7th AAF aircraft the same date. Remaining enemy positions in the Marshalls were bombed on the night of 18-19 May and on 19 May by Army, Navy and Marine aircraft.

CHUNGKING, *14th USAAF* — Liberators on a sea sweep off the China coast yesterday damaged a 1,000-ton ship of an enemy convoy of three ships. Other Liberators in a sweep off the southeast China coast attacked a five-ship convoy. A 4,500-ton vessel and a 5,600-ton vessel were severely damaged.

MOSCOW, *Russian broadcast* — The Red Banner Baltic Fleet air arm bombed an enemy convoy in Narva Bay. Direct hits sank two trawlers and two patrol vessels. Other warships were seriously damaged. In the Finnish Gulf an enemy transport of 6,000 tons was sunk by other aircraft.

22 MAY

PEARL HARBOR, *Pacific Fleet Press Release*—Ponape Island was attacked by 7th AAF Mitchells at night on 19 May and during daylight 20 May (West Longitude date). No opposition was encountered. Enemy positions in the Marshalls were bombed and strafed by Army, Navy and Marine aircraft during the night of the 20th.

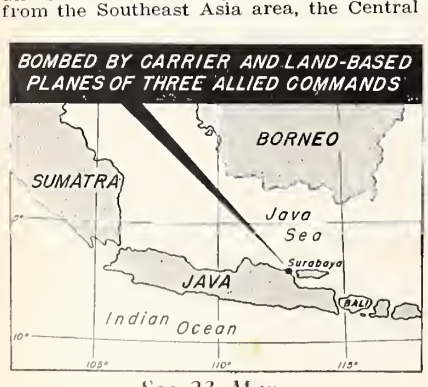
LONDON, *U. S. Strategic Air Forces* — Targets at Kiel, the location of a German naval base and submarine construction yards, were attacked today by Flying Fortresses, Mustangs, Thunderbolts and Lightnings of the 8th AAF. Some of the bombs were dropped through clouds by means of instruments.

TOKYO, *Japanese broadcast* — "On 20 May enemy naval forces appeared in the waters east of the Japanese Bonin Islands. The same day and 21 May they launched air attacks against Marcus Island. Japanese forces succeeded in bringing down at least 32 enemy planes. Our losses were very small."

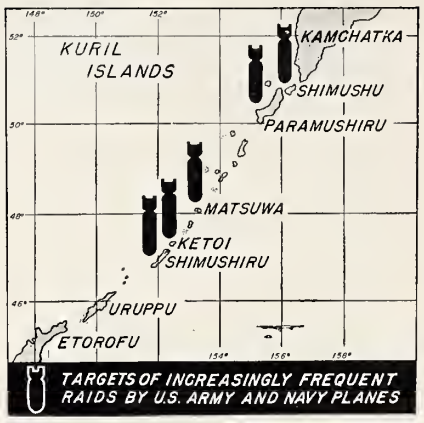
23 MAY

PEARL HARBOR, *Pacific Fleet press release* — Army, Navy and Marine shore-based aircraft dropped 230 tons of bombs on Wotje Atoll on 21 May (West Longitude date). Bombers and fighters flew 207 sorties in the coordinated attack. Specific targets were strafed. All our planes returned, although 10 suffered minor damage. Marine aircraft bombed Mille Atoll the same date.

ALLIED HEADQUARTERS IN THE SOUTHWEST PACIFIC AREA—*Java:* A coordinated air strike on Surabaya involving forces from the Southeast Asia area, the Central Pacific area and the Southwest Pacific area has been completed involving British, American, Australian, French and Dutch units of various categories.



See 23 May.



See 21 May-17 June.

Operating in conjunction with supporting forces, the Japanese naval base was attacked after dawn on Wednesday by British and American aircraft carriers. Shipping, naval installations, an oil refinery and airdromes suffered heavy damage as a result of direct hits. Complete surprise was achieved.

Ten ships in the harbor totaling some 35,000 tons, including a small tanker and possibly a destroyer, received direct hits. One ship was seen to blow up and others probably sank. Two floating dry docks were badly damaged. At Wonokromo the oil refinery was completely destroyed, the powerhouse being demolished by a direct hit. Storage tanks and stills were set on fire, smoke rising to 5,000 feet. Naval installations received heavy damage as a result of direct hits. A hospital ship close to the target area was carefully avoided. The important Bratt Naval Engineering Works were completely demolished.

Nineteen enemy aircraft at Malang and Tanjong-Perak airdromes were destroyed on the ground. Two enemy aircraft were shot down. Many other aircraft were damaged at both airdromes. We lost three planes. Our forces sustained no other casualties or damages.

That night land-based heavy bombers attacked the same general target areas causing further extensive damage including numerous hits in the railway marshaling yards. The enemy's reaction was weak and all our planes returned safely, having covered a flight of approximately 2,500 miles.

ADVANCED ALLIED HEADQUARTERS ON NEW GUINEA — *Manokwari:* Our air patrols strafed five small vessels, sinking one. Another coastal vessel was forced on the beach . . . *Numfor Island:* Fuel dumps were left in flames and 15 barges destroyed . . . *Wakde-Sarmi:* Our naval units bombarded installations, destroying ammunition dumps . . . *Bougainville:* Seven barges were destroyed or damaged near Buka and Kieta.

MOSCOW, *Russian broadcast* — Airmen of the Red Banner Baltic Fleet subjected a 6,000-ton German supply ship to a bombing and sank it with a direct hit. Another enemy supply ship of 3,000 tons was sunk during the night of 22-23 May.

24 MAY

PEARL HARBOR, *Pacific Fleet Press Release*—Paramushiru and Shimushu in the Kuril Islands were bombed by planes of Fleet Air Wing 4 before dawn 21 May (West Longitude date). Moderate antiaircraft fire was encountered. All our planes returned. A single search plane of Fleet Air Wing 4 bombed Shimushu before dawn 23 May. Ponape was bombed by 7th AAF aircraft 22 May.

NAPLES, *Navy*—Yesterday in support of a new Allied thrust from the Anzio beachhead, enemy positions and concentrations on that front were again bombarded from the sea. The result was satisfactory. Since 12 May, in the naval bombardments, more than 3,000 rounds have been fired by Allied cruisers operating off the coast. Two minesweepers are regularly and actively employed in enemy-mined waters in the Gulf of Gaeta and off the beachhead of Anzio. This contribution to the success of our operations has been invaluable.

MOSCOW, *Russian broadcast*—On 23 May ships of the Black Sea Fleet sank a German submarine.

25 MAY

Navy Department Communique No. 521

Pacific and Far East

United States submarines have reported the sinking of 15 vessels, including one combatant ship, as a result of operations against the enemy in waters of these areas, as follows:

One destroyer, one large cargo transport, one large tanker, two medium cargo transports, seven medium cargo vessels, one small transport, one medium tanker, one small tanker.

These actions have not been announced in any previous Navy Department communique.

U. S. Pacific Fleet Communique

Carrier-based aircraft of a Pacific Fleet task force commanded by Rear Admiral A. E. Montgomery, USN, attacked Marcus Island on 19 and 20 May (West Longitude date) and Wake Island 23 May.

At Marcus our aircraft in 373 sorties dropped 148 tons of bombs on airdrome installations. Ammunition and supply dumps were destroyed and gun positions and buildings damaged. Only two enemy aircraft were seen in the area. One of these, a medium bomber, was shot down near the target and the other, also a twin-engined plane, was strafed on the ground. A small cargo ship was set afire north of Marcus. Our losses were four planes and three men.

One hundred and fifty tons of bombs were dropped on Wake in 353 sorties. No enemy aircraft were sighted in the Wake area. Twenty buildings were destroyed and others damaged. Storage areas and other airdrome installations were heavily hit. Several small craft were sunk or damaged. None of our planes was shot down.

PEARL HARBOR, *Pacific Fleet Press Release*—Liberators of the 7th AAF bombed Ponape Island 23 May (West Longitude date). Enemy positions in the Marshalls were attacked 23 May by Army, Navy and Marine aircraft. Defense installations were hit and severely strafed.

ADVANCED ALLIED HEADQUARTERS ON NEW GUINEA—*Manokwari:* One of our air patrols sank an 1,800-ton cargo vessel . . . *Biak Island:* A coastal vessel was sunk offshore . . . *Wakde-Sarmi area:* Our light naval units strafed enemy shore positions . . . *Wewak-Hansa coast:* Night naval units shelled Luain village, west of But, and Tobanum, near Daogumaur Bay, damaging buildings and starting fires.

26 MAY

NAPLES, *Navy* — In further support of the 5th and 8th Armies' thrust, enemy targets in the Anzio area were again bombarded from the sea on 24 and 25 May. Good results were reported, fires and explosions were seen, occupied buildings destroyed and gun positions and bivouacs were covered.

CHUNGKING, *14th AAF*—Continuing activity against enemy shipping, Liberators on 25 May sank two cargo vessels off Samah Bay on the southern tip of Hainan Island. Direct hits were scored on both ships, which totaled 3,900 tons.

Moscow, *Russian broadcast* — Our air reconnaissance in the Barents Sea sighted an enemy convoy of five vessels, five torpedo carriers and other escort ships. Several concentrated bombing and torpedo assaults on the night of 25-26 May sank two supply ships with total displacements of 15,000 tons, one torpedo carrier and one supply vessel. Ten German aircrafts were brought down and other ships severely damaged.

27 MAY

Pearl Harbor, *U. S. Pacific Fleet Press Release.*—Shimushu in the Kuril Islands was bombed by a Ventura search plane of Fleet Air Wing 4 before dawn on 25 May (West Longitude date). No opposition was encountered. Matsuwa Island was bombed by a Liberator of the 11th AAF before dawn 25 May without opposition. Ponape Island was bombed by the 7th AAF Mitchells on 25 May.

Enemy islands in the Marshalls were bombed by Army, Navy and Marine aircraft the same date. Runways, batteries and barracks were hit. One Marine fighter pilot made a forced landing near Wotje and was rescued.

Naples, *Navy*—Yesterday, 26 May, in support of the Army, enemy targets to the north of the Anzio beachhead were again bombarded from the sea by two Allied warships. Effective results were reported.

Chungking, *14th AAF* — Liberators of the 14th AAF on 26 May damaged a small merchant vessel southeast of Hongkong. Bombers attacked and left burning at least six river boats loaded with troops and supplies and damaged five others.

Moscow, *Russian broadcast*—During the night of 26-27 May, torpedo-carrying aircraft sank two German transports in the Gulf of Riga. Two others totaling 7,000 tons were sunk in the Gulf of Finland.

28 MAY

Advanced Allied Headquarters on New Guinea—*Biak:* We have landed on Biak Island. This base is 200 miles west of Wakde and dominates Geelvink Bay and the western tip of New Guinea. Our ground forces went ashore under cover of naval air bombardment and are advancing toward airfields seven miles away. Our landing losses were light. For strategic purposes, capture of this base marks the practical end of the New Guinea campaign.

The final stage has also been reached in the campaign launched in this theatre 29 June 1943 by combined forces of Southwest Pacific and South Pacific areas. It has resulted in reconquest or neutralization of the Solomons, Bismarcks, Admiralties and New Guinea. From the forward point reached by the Japanese, we have advanced approximately 1,800 miles westward and 700 miles north.

Naples, *Navy*—Yesterday, in support of the Army, positions north of Anzio were bombarded by a cruiser of the French Navy. Hostile guns were observed and silenced. Two destroyers also engaged targets with good results.

29 MAY

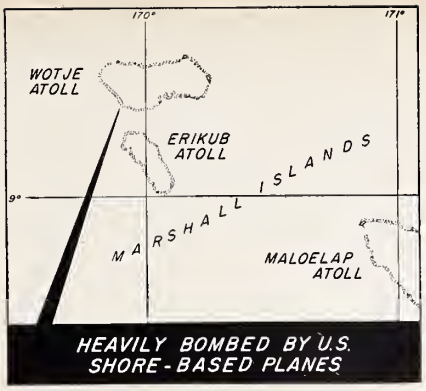
Pearl Harbor, *U. S. Pacific Fleet Press Release*—Ponape and Pakin Islands were strafed by 7th AAF bombers during daylight on 26 May (West Longitude date). Army, Navy and Marine aircraft attacked remaining enemy positions in the Marshalls on the same date. Storage areas, runways and gun batterles were hit.

Advanced Allied Headquarters on New Guinea—*Biak Island:* Our ground forces have consolidated their initial positions around Bosnek and are advancing toward Mokmer airdrome. Four of 12 enemy

Another Japanese Bedtime Story

Japan celebrated its Navy Day on 28 May with one of the most fantastic claims yet made, as reported in a Berlin broadcast.

Tokyo claims that the Japs have sunk more than 500 American ships, shot down 7,913 U. S. planes and killed at least a million American soldiers, sailors and marines. The breakdown on ships claimed sunk was: 18 battleships, 28 aircraft carriers, 100 cruisers, 185 submarines and at least 180 other vessels.



See 23 May.

planes attacking our surface vessels were shot down by the ships' antiaircraft fire. Our naval units shelled enemy positions along the coast to the west . . . *Bougainville:* Air patrols and light naval units destroyed four laden barges near Tup.

Naples, *Navy*—Yesterday enemy artillery positions to the north of Anzio were further bombarded by a cruiser of the French Navy. Hostile guns were successfully neutralized. Targets in the same area were also bombarded by a destroyer. Fires and explosions were caused in enemy positions, while a direct hit was obtained on a mechanized transport. Since 12 May in support of the present offensive more than 7,000 rounds have been fired in many bombardments from the sea.

30 MAY

Pearl Harbor, *U. S. Pacific Fleet Press Release.*—Saipan Island in the Marianas was bombed by search planes of Fleet Air Wing 2 and bombers of the 7th AAF during daylight of 28 May (West Longitude date). Twelve enemy fighters attacked our formations. Two enemy planes were shot down and two damaged. Shimushu in the Kuriles was bombed by Fleet Air Wing 4 before dawn 27 May. On 28 May remaining enemy positions in the Marshalls were bombed by Army, Navy and Marine aircraft. Runways, barracks, gun batteries and defense installations were hit.

Advanced Allied Headquarters on New Guinea — *Babo:* Our medium units sank a 1,000-ton vessel and destroyed five parked planes . . . *Caroline Islands:* Night reconnaissance units from the Admiralty Islands carried out harassing attacks on Woleai and islands in the Truk group.

Naples, *Navy* — Enemy dumps, troop concentrations and roads to the north of Anzio were bombarded yeserday by a cruiser of the French Navy. The result was successful.

Chungking, *14th USAAF* — B-24s on a sea sweep off Hainan Island sank one 1,700-ton enemy freighter and damaged a large cargo vessel.

Moscow, *Russian broadcast*—The air force of the Red Banner Fleet on 29 May bombed enemy shipping in the Gulf of Narva. Three German trawlers, a fast landing barge and a patrol cutter were sunk by direct hits. During the night of 29-30 May ships of the Baltic Fleet attacked three enemy trawlers in the Gulf of Narva. Two trawlers were sunk. The third German vessel was heavily damaged.

31 MAY

Pearl Harbor, *Pacific Fleet press release*—A single Liberator of the 11th AAF bombed Shimushiru Island in the Kurils before dawn on 29 May (West Longitude date). No opposition was encountered. Another 11th AAF Liberator bombed Matsuwa Island before dawn on 29 May.

Ventura search planes of Fleet Air Wing 4 bombed Paramushiru and Shimushu Islands in the Kurils before dawn on 29 May. Moderate antiaircraft fire was encountered. Large fires were started at Shimushu.

London, *Admiralty*—The combined action of ships of a Canadian escort group resulted in the destruction of a U-boat in the North Atlantic recently.

1 JUNE

Pearl Harbor, *Pacific Fleet press release*—Shimushu Island in the Kurils was bombed by Ventura search planes of Fleet Air Wing 4 before dawn on 30 May (West Longitude date). Moderate antlaircraft fire was encountered.

Ventura search planes of Fleet Alr Wing 2, Dauntless divebombers and Corsair fighters of the 4th Marine Aircraft Wing and Navy Hellcat fighters bombed and strafed enemy positions in the Marshalls on 29 May. Runways, piers and antiaircraft batteries were hit. Mcager antiaircraft fire was encountered.

Pearl Harbor, *Pacific Fleet announcement*—Guam Island was bombed by Liberators of the 7th AAF during daylight on 28 May (West Longitude date). Approximately 10 enemy fighters attempted to intercept our formation. One fighter was probably shot down. Antiaircraft fire ranged from moderate to intense.

Truk Atoll was attacked by 7th AAF Liberators at night on 30 May. The airstrips were hit, and a fire started which was visible 150 miles. One enemy plane was in the air over the target. Antiaircraft fire was meager.

Wake Island was bombed on 30 May by 7th AAF Liberators, which obtained hits on Peacock and Wilkes Islands and Heel Point. Moderate antiaircraft fire was encountered.

Ponape Island was raided by 7th AAF Mitchells during daylight on 30 May. Gun positions, runways and defense installations were hit. Antiaircraft fire was meager and no interception was attempted.

Enemy positions in the Marshall Islands were bombed 30 May and severely strafed by Ventura search planes of Fleet Air Wing 2, Dauntless divebombers and Corsair fighters of the 4th Marine Aircraft Wing, and Navy Hellcat fighters. Blockhouses, barracks and coastal guns were hit. Antiaircraft fire was meager.

Advanced Allied Headquarters on New Guinea—*Wewak-Hansa coast*—Air patrols and fighter bombers attacked targets, setting afire fuel-laden barges at Ramu River and destroying a fuel dump at Hansa Bay. Light naval units at night strafed Boroi village. . . . *Bougainville:* Light surface units destroyed a barge and silenced shore batteries at Mawaraka.

Chungking, *14th AAF communique*—Delayed reports tell of an attack 26 May by 14th AAF Mitchells on two Japanese PT-boats off St. John's Island in the South China Sea. One sank immediately and the other was badly damaged and beached. All our aircraft returned safely.

2 JUNE

Pearl Harbor, *Pacific Fleet press release*—Shimushu in the Kuril Islands was bombed by Ventura search planes of Fleet Air Wing 4 before dawn on 31 May (West Longitude date). Several large and small fires were started in the vicinity of the airfield. Antiaircraft fire was moderate. All of our planes returned.

Cairo, *Middle East air communique*—Middle East aircraft made a determined and successful attack on an important enemy convoy yesterday in the central Aegean north of Crete. After attacks by Beaufighters, Marauders and Baltimores, four ships were left burning. Two merchant vessels and two escorts and other vessels were damaged. One Messerschmitt 109 and an Arado 196 float plane in the convoy's escort were shot down.

During the past fortnight Middle East aircraft have ranged far and wide in the Aegean to attack shipping, harbors and airfields.

London, *Admiralty communique* — Carrier-borne aircraft of the Fleet Air Arm, continuing their offensive against enemy shipping off Norway, last night attacked a strongly escorted enemy convoy of three supply ships in the vicinity of Stadtlandet. Hits with bombs were obtained on all three supply ships and in addition four escorting antiaircraft ships were damaged by gunfire. Two naval fighter aircraft are missing from this operation.

The attack was the sixth successful strike made by carrier-borne naval aircraft in northern waters during the past two months.

3 JUNE

Pearl Harbor, *Pacific Fleet press release*—A single search plane of Fleet Air Wing 2 bombed and strafed shipping and shore installations at Truk Atoll at night on 1 June (West Longitude date). Four 1,000-pound bombs were dropped over a medium cargo vessel, two of them scoring direct hits, and two straddling the vessel, which was believed sunk. The search plane then strafed a number of cargo vessels, the scaplane base at Dublon and the air strips at Eten Island. Two of the small vessels were set on fire.

Fires were started at Dublon Island and Eten Island, and an ammunition dump exploded. In retiring, the plane was pursued by a single enemy plane which did not make an attack. Over the target antiaircraft fire was moderate.

Two Liberators of the 11th AAF bombed Shimushiru Island in the Kurils before dawn on 1 June. Fires were started. No opposition was encountered.

Ventura search planes of Fleet Air Wing 4 bombed Paramushiru and Shimushu Island before dawn on 1 June. Fires were started. Antiaircraft fire was light and inaccurate.

4 JUNE

PEARL HARBOR, *Pacific Fleet announcement*—Shimushu and Paramushiru Islands in the Kurils were bombed by Ventura search planes of Fleet Air Wing 4 before dawn on 2 June (West Longitude date). Two large fires were started on Shimushu. Antiaircraft fire was moderate.

Matsuwa Island was bombed by Liberators of the 11th AAF before dawn on 2 June. No opposition was encountered. All of our planes returned.

Truk Atoll was bombed by 7th AAF Liberators before dawn on 3 June. Forty-one tons of bombs were dropped on storage areas and on runways. Several fires and explosions were observed. Antiaircraft fire was meager. Two enemy fighters attempted to attack our force but did no damage.

Nauru Island was bombed by 7th AAF Mitchell bombers and search Venturas of Fleet Air Wing 2 on 2 June. Antiaircraft batteries were hit and fires started. Antiaircraft fire was moderate.

Ponape Island was bombed by 7th AAF Mitchells on 1 June. An airfield, hangars and adjacent buildings were hit. No antiaircraft fire was encountered.

Remaining objectives in the Marshalls were attacked by Ventura search planes of Fleet Air Wing 2, Dauntless divebombers and Corsair fighters of the 4th Marine Aircraft Wing and Navy Hellcat fighters on 31 May and 1-2 June. In these raids antiaircraft batteries, coastal defense guns, runways and barracks were strafed and bombed. Antiaircraft fire was generally meager.

ADVANCED ALLIED HEADQUARTERS ON NEW GUINEA—*Timor*—Our medium units destroyed a 1,000-ton enemy cargo vessel and a coastal vessel near Cape Batumerah. . . . *Numfor:* Our escorted medium units attacked enemy shore installations and destroyed barges. . . . *Biak:* Naval units shelled targets at Mokmer and Parai and sank three troop-laden barges along the coast east of Bosnek. . . . *Rabaul:* Fighter patrols destroyed five barges at Duke of York Island. . . . *Bougainville:* Our night surface patrols destroyed a barge off the southwest coast.

5 JUNE

Navy Department Communique No. 522

Pacific and Far East

1. U. S. submarines have reported the sinking of 16 vessels in operations against the enemy in these waters as follows:

One large transport, one large cargo vessel, seven medium cargo vessels, two small cargo vessels, four medium cargo transports, one small cargo transport.

2. These actions have not been reported in any previous Navy Department communique.



ENEMY POSITIONS BOMBARDED BY ALLIED WARSHIPS SUPPORTING ARMY OFFENSIVE

See 24 May (Allied lines shown as of that date).

Navy Department Communique No. 523

Atlantic

1. The escort carrier USS *Block Island* was sunk in the Atlantic during May 1944, as the result of enemy action.

2. The next of kin of casualties, which were light, have been notified.

PEARL HARBOR, *Pacific Fleet announcement*—Several enemy patrol-type vessels were sighted west of Truk Atoll on 2 June (West Longitude date) and attacked by a single search plane. One was probably sunk and all were heavily strafed. On 3 June another search plane sighted the disposition and made an attack which resulted in the sinking of one of the auxiliaries and severe damage to another.

Liberators of the 11th AAF bombed Ketoi Island in the Kurils before dawn on 4 June. No opposition was encountered. A single search plane of Fleet Air Wing 4 bombed Paramushiru Island before dawn on 4 June.

All of our planes returned from these operations.

CHUNGKING, *14th AAF communique*—Warhawks shot up river craft on Tungting Lake. . . . Liberators on a river sweep over the Yangtze from Wuhu to Kichun bombed and sank three large barges. Other B-24s attacked an enemy vessel in the South China Sea with unobserved results. P-40s on a sweep over the Gulf of Tonkin strafed junks off the coast of French Indo-China.

LONDON, *Admiralty communique*—His Majesty's submarines, continuing the offensive against the enemy and enemy-controlled shipping in the Mediterranean and Aegean, have sunk another two large supply vessels, two of medium size, 22 small supply ships and five naval auxiliaries. In addition, seven supply ships including two of medium size have been damaged.

During the course of these operations His Majesty's submarines successfully bombarded a number of shore targets including an oil refinery on the Italian coast, a railway goods yard and a seaplane hangar on the south coast of France and a radio station in Crete.

6 JUNE

SUPREME HEADQUARTERS, ALLIED EXPEDITIONARY FORCE, *Communique No. 1*—Under the command of General Eisenhower, Allied naval forces, supported by strong air forces, began landing Allied armies this morning on the northern coast of France.

SUPREME HEADQUARTERS, ALLIED EXPEDITIONARY FORCE, *Announcement*—After a night of heavy air bombardment, incessant attacks against the invasion coast and effective cover for our troops and naval forces were maintained throughout the morning. Air opposition has so far been slight.

Air attacks began shortly before midnight when well over 1,000 heavy bombers of the RAF Bomber Command opened up on German coastal defenses. During the night, troop carriers and gliders of the U. S. 9th AAF and the RAF flew paratroops and airborne infantry into the zone of operations while light bombers of the 2nd Tactical AAF attacked road and rail junctions and bridges.

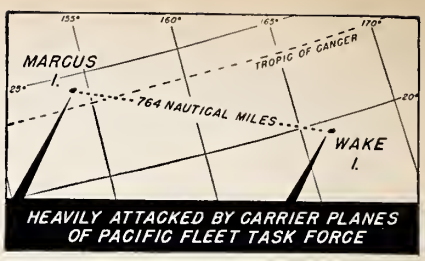
At daybreak, more than 1,000 heavy bombers of the U. S. 8th AAF and waves of U. S. 9th AAF medium bombers took up the air bomardment of gun emplacements and defensive works in support of landing operations.

Fighter-bombers have made repeated attacks during the morning on gun batteries and communications in and behind the assault front. Fighters have been out in large numbers, supporting the heavy bombers and covering land and sea operations.

SUPREME HEADQUARTERS, ALLIED EXPEDITIONARY FORCE, *Communique No. 2*—Shortly before midnight on 5 June 1944, Allied night bombers opened the assault. They attacked in very great strength and continued until dawn.

Between 0630 and 0730 two naval task forces commanded by Rear Admiral I. R. Philip Vian, flying his flag in HMS *Scylla* (Capt. T. T. M. Brownrig, CBE, RN) and Rear Admiral Alan G. Kirk, USN, in the USS *Augusta* (Capt. Edward H. Jones, USN) launched their assault forces at enemy beaches.

Naval forces which had previously assembled under the overall command of Admiral Sir Bertram Ramsey made their departure in fresh weather and were joined during the night by bombarding



HEAVILY ATTACKED BY CARRIER PLANES OF PACIFIC FLEET TASK FORCE

See 25 May.

forces which had previously left northern waters. The channels had to be swept through large enemy minefields.

This operation was completed before dawn, and while the minesweeping flotillas continued to sweep toward the enemy coast, the entire naval forces followed down and swept the channels behind them toward their objectives.

Shortly before the assault three enemy torpedo boats with armed trawlers in company attempted to interfere with the operation and were promptly driven off. One enemy trawler was sunk and another severely damaged.

The assault forces moved toward the beaches under cover of a heavy bombardment from destroyers and other support craft while heavier ships engaged the enemy batteries which had already been subjected to bombardment from the air. Some of these were silenced.

The Allied landings were effected under cover of air and naval bombardments and the airborne landings involving troop-carrying aircraft and gliders carrying large forces of troops were also made successfully at a number of points.

Continuous fighter cover was maintained over the beaches and for some distance inland, and over naval operations in the Channel. Our night fighters played an equally important role in protecting shipping and the troop-carrier forces and intruder operations.

Allied reconnaissance aircraft maintained a continuous watch by day and night over shipping and the ground forces. Our aircraft met with little enemy fighter opposition or antiaircraft gunfire.

The naval casualties are regarded as being very light, especially when the magnitude of the operation is taken into account.

PEARL HARBOR, *Pacific Fleet announcement*—Truk Atoll was bombed during the night of 3-4 June (West Longitude date) by Liberators of the 7th AAF. The airfields at Moen and Paran Islands were hit. Four enemy fighters were airborne but did not attack our force. Antiaircraft fire was meagre and inaccurate.

Ponape Island was attacked on the night of 3 June by 7th AAF Liberators and on 4 June by 7th AAF Mitchells. Installations on Langar Island and antiaircraft batteries were hit.

Nauru Island was bombed by 7th AAF Mitchells during daylight on 3 June, and by Ventura search planes of Fleet Air Wing 2 on 5 June. Gun positions were the principal targets. Antiaircraft fire was intense.

Enemy positions in the Marshalls were bombed and strafed on 3-4 June by search Venturas of Fleet Air Wing 2, Corsair fighters and Dauntless divebombers of the 4th Marine Aircraft Wing and Navy Hellcat fighters. Gun positions and runways were hit. Antiaircraft fire was meager.

ADVANCED ALLIED HEADQUARTERS ON NEW GUINEA—*Halmahera:* Our night air patrols bombed and sank an enemy destroyer and damaged two other vessels in waters to the east of Morotai Island. . . . *Manokwari:* Our night air patrols scored two direct hits on an enemy destroyer, leaving it dead in the water and probably in a sinking condition. Our attack planes struck enemy shipping and supply areas, sinking a small freighter and starting large fuel fires. . . . *Numfor Island:* Our medium units in a low-level attack destroyed two enemy troop-laden barges and damaged another.

7 JUNE

SUPREME HEADQUARTERS, ALLIED EXPEDITIONARY FORCE, *Communique No. 3*—Allied forces continued landings on the northern coast of France throughout yesterday and satisfactory progress was made. Rangers and Commandos formed part of the assaulting forces.

No further attempt at interference with our seaborne landing was made by enemy naval forces. Those coastal batteries still in action are being bombarded by Allied warships.

At twilight yesterday and for the fourth time during the day our heavy bombers attacked railways, communications and bridges in the general battle area. There was increased air opposition and 26 enemy aircraft which attempted to interfere were shot down. One Allied bomber and 17 fighters failed to return from this operation.

Other enemy air activity included an attack on our beach forces. This proved abortive and four of a formation of 12 Junkers 88s were destroyed.

In addition to attacks on defended positions and other objectives in immediate support of land operations, railway centers, bridges, military buildings and communications at Abancourt, Serqueux, Amiens and Vire were attacked repeatedly throughout yesterday by our medium and light bombers. Allied fighter-bombers and fighters flew low to attack enemy units and motor truck columns.

From dawn to dusk a vast Allied fighter force maintained a vigil over our shipping and over the assault area. This air cover was again completely successful.

Airborne operations were resumed successfully last night.

Coastal aircraft attacked German naval units in the Bay of Biscay.

A strong force of heavy night bombers attacked bridges and roads and rail communications behind the invasion area, including the junction at Chateaudun. Thirteen heavy bombers are missing. Light bombers were also out against the same type of target and night intruders destroyed 12 enemy aircraft without loss.

SUPREME HEADQUARTERS, ALLIED EXPEDITIONARY FORCE, *Communique No. 4*—Allied troops have cleared all beaches of the enemy and have in some cases established links with flanking beachheads.

Inland fighting generally is heavy. An armored counterattack in the Caen area on Tuesday evening was repulsed. Enemy resistance is stiffening as his reserves come into action.

The landing of troops and seaborne military supplies continues on all beaches despite the northwesterly wind which has persisted since the assault.

Shortly before dawn today light coastal forces while sweeping to the eastward, encountered a superior force of enemy craft. Action was immediately joined and damage was inflicted on the enemy before he could make good his escape.

Enemy coastal batteries which were still in action today have been silenced by Allied naval forces. It is not yet known whether all have been finally reduced.

Allied aircraft have been directing the fire of the USS *Texas* (Capt. Charles A. Baker, USN) bearing the flag of Rear Admiral Carleton F. Bryant, USN, and HMS *Glasgow* (Capt. C. P. Clarke, DSO, RN) which, together with other Allied warships have been engaging inland targets behind the beaches.

Allied aircraft of all types and in great strength have closely supported our land and sea forces.

Early this morning airborne operations were resumed on a very large scale, supplies and tactical equipment being delivered to our ground forces.

In two operations this morning, medium and light bombers attacked large troop concentrations and military buildings close behind the enemy lines as well as gun positions in the battle area and railway lines south of the battle area.

Road, rail and other targets, including armored vehicles, troop concentrations, gun positions and ammunition dumps were also attacked during the morning by fighter-bombers.

Heavy bombers in medium strength attacked focal points on the road system in the area south of Caen early this afternoon. Fighters escorted the bombers and also strafed and bombed railway yards, locomotives, trains of oil tank cars, flak towers, radio installations and airfields over a 45-mile arc south and southwest of the battle area.

Continuous patrols were maintained over shipping, the beaches and the battle area. More enemy aircraft were encountered than on Tuesday and a number of them were shot down.

PEARL HARBOR, *Pacific Fleet announcement*—Guam Island was bombed by 7th AAF Liberators and Liberator search planes of Fleet Air Wing 2 during daylight on 5 June (West Longitude date).

For maps of the actions in the Marianas and of the invasion of France, see pages 5 and 6.

Antiaircraft fire ranged from moderate to intense. Our force was not attacked by enemy aircraft. All of our planes returned.

Nauru Island was bombed on 5 June by Mitchell bombers of the 7th AAF and Ventura search planes of Fleet Air Wing 2. The barracks area, phosphate plant and gun positions were principal targets.

Ponape Island was attacked by 7th AAF Mitchells on 5 June. Antiaircraft fire was meager.

On 4 June Mille Atoll in the Marshalls was attacked by Dauntless divebombers and Corsair fighters of the 4th Marine Aircraft Wing. Runways were principal targets. Light-caliber antiaircraft fire was intense.

A search plane of Fleet Air Wing 2 sighted a group of small enemy cargo ships proceeding northwest of Truk on 5 June, and attacked and damaged one of the vessels. Another search plane shot down an enemy torpedo bomber west of Truk on 5 June.

ADVANCED ALLIED HEADQUARTERS ON NEW GUINEA—*Manokwari:* Our escorted attack planes destroyed two coastal vessels at Cape Sarbapan, 60 miles west of Manokwari. One plane was lost. . . . *Wewak-Hansa coast:* Light naval units at night destroyed three barges and shelled shore positions on Manam and Aris Islands and in the Bogia area. . . . *Bougainville:* Naval units at night shelled enemy positions at Tup.

8 JUNE

SUPREME HEADQUARTERS, ALLIED EXPEDITIONARY FORCE, *Communique No. 5*—Bayeux has fallen to our troops, which have also crossed the Bayeux-Caen road at several points. Progress continues despite determined enemy resistance. Fierce armored and infantry fighting has taken place. Contact has been established between our seaborne and airborne troops.

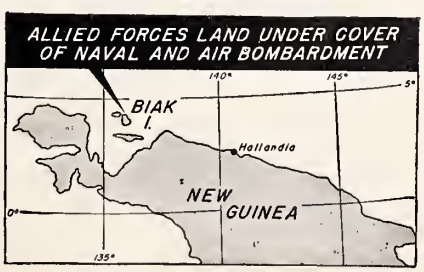
During the night forces of E-boats made unsuccessful attempts to interfere with the continual arrival of supplies. Support fire from Allied warships continued throughout yesterday.

Coastal aircraft attacked naval enemy units in the Bay of Biscay and Channel areas and at least two E-boats were sunk.

SUPREME HEADQUARTERS, ALLIED EXPEDITIONARY FORCE, *Communique No. 6*—British and Canadian troops are continuing to make progress and repeated enemy attacks have been held. The American bridgeheads are being gradually enlarged. The enemy is fighting fiercely and his reserves have now been in action along the whole front. . . .

Last night enemy E-boats operating in four groups entered the assault area and attempted to interfere with our lines of communication. A series of running fights ensued and the attacks were successfully beaten off. Three of the enemy were seen to be repeatedly hit before they escaped. During the early hours of today E-boats were attacked off the French and Belgian coasts by coastal aircraft. One E-boat was sunk and three others sunk or severely damaged.

CHUNGKING, *14th AAF communique*—In West Tungting Lake three motor launches were shot up, killing 150 Japanese troops. A group of P-40s on a strafing mission damaged 40 boats. . . . In the eastern section a large flight of P-40s strafed oil barges. They hit a concentration near Yuankiang, starting large fires on 16 barges and causing many casualties.



See 28 May.

A delayed report confirms the previously announced sinking of a 1,700-ton freighter in the South China Sea on 6 April.

9 JUNE

SUPREME HEADQUARTERS, ALLIED EXPEDITIONARY FORCE, *Communique No. 7*—Allied troops have continued to make progress in all sectors despite further reinforcements of German armor. Landings have continued on all beaches and bypassed strong points of enemy resistance are being steadily reduced.

During yesterday there was desultory firing from some coastal batteries, which were again silenced by gunfire from Allied warships. . . .

Rocket-firing fighters attacked German E-boats in the Channel, leaving one in a sinking condition.

SUPREME HEADQUARTERS, ALLIED EXPEDITIONARY FORCE, *Communique No. 8*—American troops are across the Carentan-Valognes road in several places and have cut the broad-gauge railway to Cherbourg. . . .

During the 24 hours, 46 targets were engaged by Allied warships which shelled enemy concentrations and coastal batteries.

Before dawn this morning HMS *Tartar*, HMS *Ashanti*, HMCS *Hatda* and *Huron*, ORP (ship of the Polish Republic) *Slyskawia*, HMS *Eskimo*, ORP *Pioron* and HMS *Javelin* in company intercepted a force of German destroyers which had previously been reported off Ushant by naval aircraft.

The enemy was sighted and our ships turned toward them, avoiding their torpedoes. In the course of the action, at times conducted at point-blank range, HMS *Tartar* passed through the enemy's lines. One enemy destroyer was torpedoed and blew up. A second was driven ashore in flames. Two others escaped after receiving damage by gunfire. HMS *Tartar* sustained some damage and a few casualties but continued in action and has returned safely to harbor.

Unsuccessful attempts were again made after dawn by E-boats to enter the assault area both from the east and west. They were intercepted and driven off by light coastal forces off Point de Barfleur in a short-gun action. Hits were observed on two of the enemy before they escaped.

During the night destroyers under the command of Rear Admiral Don P. Moon, USN, intercepted a force of heavily armed enemy craft between the mainland and the Isles St. Marcouf and drove them off. Spotting for these ships was carried out both by aircraft and military forward observation officers who had been landed with the assault troops.

HMS *Belfast*, wearing the flag of Rear Admiral F. H. G. Dalrymple-Hamilton, CB, and HMS *Frobisher* have done considerable execution on enemy concentrations. This morning HMS *Frobisher* neutralized two enemy batteries and destroyed an ammunition dump.

PEARL HARBOR, *Pacific Fleet press release*—Truk Atoll was bombed by 7th AAF Liberators on the night of 7-8 June (West Longitude date). Airfields were the principal targets. Antiaircraft fire was meager and inaccurate.

Ponape Island was attacked by Liberators of the 7th AAF on the evening of 6 June and at night on 8 June. Airfields, plantation areas and Ponape town were bombed. Antiaircraft fire was meager.

Ventura search planes of Fleet Air Wing 2 bombed Pakin and Nauru Islands on 6 June. Antiaircraft batteries were hit at Pakin Island.

Enemy positions in the Marshalls were bombed and strafed by Dauntless divebombers and Corsair fighters of the 4th Marine Aircraft Wing and Navy Hellcat fighters on 6-7 June. Runways, coastal gun emplacements and antiaircraft batteries were principal targets. A Corsair fighter was downed near Mille Atoll on 7 June and its pilot rescued by a destroyer.

ADVANCED ALLIED HEADQUARTERS ON NEW GUINEA—*Waigeu Island:* Our heavy units on patrol bombed and damaged an enemy heavy cruiser with two 500-pound bomb hits near the bow. Twelve enemy fighters attacked our formation but were driven off with one probably destroyed.

10 JUNE

SUPREME HEADQUARTERS, ALLIED EXPEDITIONARY FORCE, *Communique No. 9*—American troops have captured Isigny. Despite unfavorable weather conditions, the disembarkation of further men and

material was uninterrupted. . . . An enemy destroyer driven ashore off Batz in the Brest Peninsula earlier in the day by naval surface forces was attacked and left a smoldering hulk.

Coastal aircraft are cooperating with naval surface forces in a vigorous offensive against U-boats which are threatening to attack our lines of communications in the assault area.

SUPREME HEADQUARTERS, ALLIED EXPEDITIONARY FORCE, *Communique No. 10*—Allied progress continues along the whole of the beachhead. Trevieres is in our hands. . . . Further troop-carrying and support operations to our forward formations were completed during the morning.

Allied warships have maintained their activity on the eastern and western flanks of the assault area in support of our ground forces.

Last night enemy E-boats operated to the west of the assault area. They were intercepted by light coastal forces under the command of Lieutenant Collins, RN, and a number of brief engagements ensued. Some damage was inflicted on the enemy. Neither damage nor casualties were sustained by our forces.

Enemy patrol vessels heading toward the assault area this morning were attacked off Jersey by our coastal aircraft, which also dispersed a cluster of E-boats. An unsuccessful attack was made by enemy aircraft on an Allied merchant convoy. One of the enemy was destroyed by gunfire from HMS *Wanderer*. There was no damage to the convoy or its escort.

PEARL HARBOR, *Pacific Fleet press release*—Truk Atoll was bombed by 7th AAF Liberators on 8 June (West Longitude date). No opposition was encountered.

Ventura search planes of Fleet Air Wing 2 bombed Nauru Island on 7 and 8 June and Ocean Island on 7 June. Barracks and gun emplacements were hit. Antiaircraft fire ranged from moderate to intense. 7th AAF Mitchells bombed Nauru Island on 8 June, hitting coastal defense guns and antiaircraft emplacements. Antiaircraft fire was intense.

A single search plane of Fleet Air Wing 2 bombed gun positions at Puluwat Island on 9 June.

Mitchell bombers of the 7th AAF attacked Ponape Island on 7 June. Hangars near the seaplane base and shops were hit. Meager antiaircraft fire was encountered. On 8 June a single 7th AAF Liberator bombed Ponape.

Dauntless divebombers and Corsair fighters of the 4th Marine Aircraft Wing, Ventura search planes of Fleet Air Wing 2 and Navy Hellcat fighters bombed and strafed remaining enemy positions in the Marshalls on 7-8 June.

Piers and antiaircraft batteries were bombed. At one objective a large explosion was caused near an antiaircraft emplacement. On 8 June two Corsair fighters were downed by antiaircraft fire near Maloelap. One of the pilots was rescued by a destroyer. A Dauntless divebomber was shot down near Mille the same day and its pilot rescued by a destroyer.

ADVANCED ALLIED HEADQUARTERS ON NEW GUINEA—*Geelvink Bay:* Ten of our medium bombers, with a fighter escort, attacked an eastbound enemy naval task force, consisting of one cruiser and six destroyers, in the Geelvink Bay area. Four enemy destroyers were sunk and a fifth damaged by mast-height bombing, direct hits being scored with 1,000-pound bombs. The cruiser and the remaining destroyer fled. . . . We lost three planes.

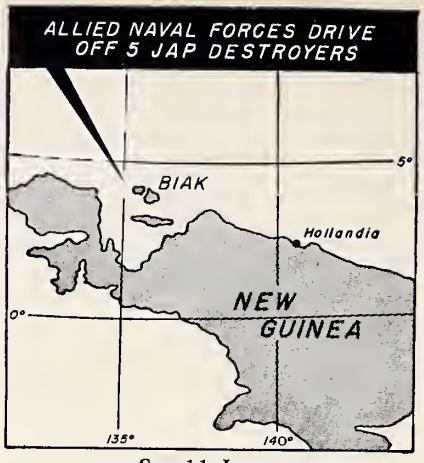
Wewak-Hansa coast: At Mushu Island our naval patrol craft at night destroyed two enemy barges.

LONDON, *Admiralty communique*—While on offensive patrol off the coast of Holland early this morning, light coastal forces engaged four heavily armed enemy trawlers southwest of Ijmuiden. Three enemy ships were sunk by torpedo. Many hits with gunfire were obtained on the fourth trawler, which last was seen making for the enemy coast in a damaged condition. Later, three other armed trawlers were sighted, apparently searching for survivors from the vessels which had been sunk. His Majesty's ships again attacked, and after being hit with a torpedo, one of the trawlers was seen to sink. . . . One of His Majesty's torpedo boats was sunk.

11 JUNE

Pacific Fleet Communique

A powerful Pacific Fleet task force struck enemy positions on Saipan, Tinian and Guam, in the Marianas Islands with carrier aircraft on 10 June (West Longitude date). Further details are not now available.



See 11 June.

SUPREME HEADQUARTERS, ALLIED EXPEDITIONARY FORCE, *Communique No. 11*—As the result of an armored thrust British troops have reached Tilly-sur-Seulles. Naval guns yesterday lent effective support to our advance in this sector.

SUPREME HEADQUARTERS, ALLIED EXPEDITIONARY FORCE, *Communique No. 12*—Good progress was made on the right . . . American troops have liberated Lison and have advanced several miles southward on a broad front.

A particularly effective bombardment was carried out along the River Seulles by HMS *Argonaut* and HMS *Orion*. Allied warships also gave support to the armies yesterday by bombarding mobile batteries and enemy concentrations.

Enemy E-boats were active again during the night and a number of brisk gun actions ensued, during which one of the enemy was destroyed. Several of the enemy were damaged by gunfire before they evaded the pursuit. Early this morning our coastal aircraft attacked enemy E-boats off Ostend and left two of them on fire.

ADVANCED ALLIED HEADQUARTERS ON NEW GUINEA—*Manokwari:* Our attack planes struck enemy shipping in the harbor at midday, destroying three 1,000-ton cargo ships, damaging a coastal vessel and sinking a barge. Our heavy units sank a coastal vessel off Cape Waios. . . . *Biak Island:* An enemy force of five destroyers, approaching Biak from the northwest under cover of darkness, was engaged by our naval forces. The enemy turned and fled at high speed, one vessel being possibly damaged by our long-range fire. An enemy troop-laden barge was sunk by our naval patrols. . . . *Aitape-Hansa coast:* Fighter-bombers harassed coastal sectors, destroying or damaging four barges. Our light naval units at night destroyed four barges at Mushu Island.

12 JUNE

Navy Department Communique No. 524

1. PC 58 was sunk as a result of enemy action in the Mediterranean on 9 May.

2. The next of kin of casualties have been notified.

Navy Department Communique No. 525

Pacific and Far East

1. U. S. submarines have reported sinking 18 vessels as a result of operations against the enemy in these waters, as follows:

One large tanker
One medium transport
Six medium cargo transports
Six medium cargo vessels
Four small cargo vessels

2. These actions have not been reported in any previous Navy Department communique.

SUPREME HEADQUARTERS, ALLIED EXPEDITIONARY FORCE, *Communique No. 13*—The American advance east of the Vire River has continued into the Forest of Cerisy. In the Cherbourg peninsula enemy mobile batteries have been under heavy fire from Allied warships and some further progress has been made.

SUPREME HEADQUARTERS, ALLIED EXPEDITIONARY FORCE, *Communique No. 14*—The fusion of our beachheads is now complete and a coastal strip some 60 miles long is firmly in our hands. . . . Allied warships have been giving deep supporting fire in the center and close support on the flanks of our armies.

PEARL HARBOR, *Pacific Fleet announcement*—Carrier aircraft again struck Guam, Rota, Tinian and Saipan on 11 June (West Longitude date).

Truk Atoll was attacked by Liberators of the 7th AAF at night on 9-10 June. Airfields at Param, Eten, Dublon and Moen Islands were principal targets. Several fires were started.

Ponape Island was bombed by 7th AAF Liberators on the night of 9 June. Ponape town and gun positions were hit.

Ventura search planes of Fleet Air Wing 2 bombed Ocean Island during daylight on 9 June, encountering moderate antiaircraft fire. Two of the planes continued to Nauru Island to strafe small craft there.

On 10 June Mitchells of the 7th AAF bombed Nauru and started fires visible 20 miles. Heavy antiaircraft fire downed one Mitchell bomber. A Catalina search plane of Fleet Air Wing 2 rescued the crew.

Enemy positions in the Marshalls were bombed and strafed on 9 June, during the night of 9-10 June and on 10 June. Corsair fighters and Dauntless divebombers of the 4th Marine Aircraft Wing, Catalina search planes of Fleet Air Wing 2 and Navy Hellcat fighters participated in these attacks. Coastal defense guns and antiaircraft batteries were hit.

ADVANCED ALLIED HEADQUARTERS ON NEW GUINEA—*Manokwari:* Our medium units bombed and strafed the township and near-by shipping. A 1,000-ton enemy freighter, six coastal vessels and a barge were destroyed in the harbor. . . . *Biak:* Our night naval patrols shelled shore targets on Korim Bay on the east coast, destroying or severely damaging eight barges. . . . *Bougainville:* Our naval units at night shelled Tinputs, Takai and silenced shore guns at Torau Bay.

13 JUNE

U. S. Pacific Fleet Communique

Supplementing Pacific Ocean Area's Communique 46, the following information is now available concerning operations of Pacific Fleet forces against enemy installations at Guam, Saipan, Tinian and Rota Islands in the Marianas. These objectives were attacked by carrier aircraft on 10-11 June (West Longitude date).

On 10 June our fighter planes swept the objectives in force and destroyed 124 enemy aircraft. A large majority of these were destroyed in the air. Our losses were 11 Hellcat fighters and eight pilots.

On 11 June our attacks were continued, resulting in the destruction of 16 enemy aircraft, two small cargo ships at Saipan, and a small oiler northwest of Saipan.

A formation of enemy ships apparently attempting to escape from Saipan was brought under attack on 11 June. One large oiler, one destroyer, three corvettes, one large cargo ship, one medium cargo ship and three small cargo ships were sunk; five medium cargo ships and five escort vessels were damaged.

A second formation of enemy ships several hundred miles away was attacked and heavily damaged by our aircraft on 12 June. These were: three destroyers, one destroyer-escort, and two cargo ships.

In the operations on 11 June our losses were four aircraft and seven flight personnel.

SUPREME HEADQUARTERS, ALLIED EXPEDITIONARY FORCE, *Communique No. 15*—After two days of hard fighting American troops have liberated Carentan, possession of which materially strengthens the link established between our two major beachheads. . . .

SUPREME HEADQUARTERS, ALLIED EXPEDITIONARY FORCE, *Communique No. 16*—Allied troops have advanced generally in all sectors. . . . More than 10,000 prisoners have now been taken. Attempts by enemy light craft were made last night to approach our lines of communication. The enemy was intercepted and driven off by our naval patrols.

E-boats, which had been attacked off Boulogne early in the morning by coastal aircraft, were again hit later in the day

by rocket and cannon-firing fighters. In these engagements, at least three enemy ships were sunk and others were left on fire or badly damaged.

On the night of 10 June several enemy planes approached our force, but failed to drive home an attack, and one of them was shot down by antiaircraft fire.

PEARL HARBOR, *Pacific Fleet announcement*—Truk Atoll was bombed by Liberators of the 7th AAF before dawn on 12 June (West Longitude date). Thirty-eight tons of bombs were dropped on airfields and the seaplane base. Three enemy fighters intercepted our force and damaged one Liberator. Antiaircraft fire was meager. All of our planes returned.

Ventura search planes of Group 1, Fleet Air Wing 2, bombed Nauru and Ocean Islands on 11 June. Gun positions and barracks were attacked. Moderate antiaircraft fire was encountered.

Ponape Island was bombed by 7th AAF Mitchells on 11 June, meeting light antiaircraft fire.

In the Marshalls Navy and Marine fighters and divebombers attacked Maloelap and Wotje Atolls on 11 June.

14 JUNE

Pacific Fleet Communique

Attacks directed against enemy positions in the southern Marianas continued on 13 June (West Longitude date).

Battleships, cruisers and destroyers of the Pacific Fleet bombarded Tinian and Saipan Islands on 12 June. Large fires were started at Tanapag Harbor, and in the towns of Garapan and the Charan-Konoa. Our ships suffered no damage.

Further air attacks were coordinated with the naval shelling of Tinian and Saipan.

Pagan Island was attacked by carrier aircraft on 12 June. Enemy installations were well worked over and three enemy aircraft were destroyed and one probably destroyed.

In operations on 11 June our forces have reported the following additional losses: three fighter planes, one divebomber and four flight personnel.

More than 60 survivors of an enemy ship bombed and sunk northwest of Saipan on 11 June have been rescued and made prisoners of war.

On 12-13 June ships and aircraft of the Pacific Fleet attacked enemy installations in the Kurils. A fleet task force bombarded Matsuwa Island and aircraft bombed Shimushu and Paramushiru Island with airfields as their principal target.

ADVANCED ALLIED HEADQUARTERS ON NEW GUINEA—*Geelvink Bay:* Our medium units struck enemy shipping, sinking four 1,000-ton cargo vessels and three coastal vessels and sinking or seriously damaging a 2,000-ton cargo vessel. . . . *New Ireland:* Our naval units bombarded enemy shore positions at Fangelawa Bay and East Cape.

SUPREME HEADQUARTERS, ALLIED EXPEDITIONARY FORCE, *Communique No. 17*—West of Tilly-sur-Seulles, our armor found the enemy flank and struck south with great effect. Advance patrols of our forces have now reached Caumont. . . .

SUPREME HEADQUARTERS, ALLIED EXPEDITIONARY FORCE, *Communique No. 18*—The armored battle continues in the Tilly-Caen area. The enemy has counterattacked constantly in a furious attempt to stem our advance. We are holding firm and vigorously searching out weak points in his attack. . . .

Shortly after midnight seven enemy M-class minesweepers were intercepted west of the Minquiers Rocks by the Polish naval vessel *Poirun* and HMS *Ashanti* while on patrol. Action was joined at about 3,000 yards, the enemy being illuminated with star shells.

The enemy vessels were repeatedly hit, and, scattering, some of them sought shelter under guns of the coastal batteries on the Island of Jersey. Of the seven enemy vessels engaged, three were observed to sink and one was seen to receive such damage that its survival was considered unlikely. Of the remaining three, two were left stopped and burning fiercely.

Northwest of Cap de la Hague three enemy patrol vessels were intercepted and attacked early this morning by light coastal forces. The first ship in the enemy line was hit with a torpedo and the second set on fire.

15 JUNE

Pacific Fleet Communique

Operations for the seizure of Saipan Island in the Marianas group have been initiated by strong Pacific Ocean Areas forces.

Assault troops have effected landings on Saipan Island, following intensive preparatory bombing of Saipan, Tinian, Pagan, Guam and Rota Islands by carrier-based aircraft and by a portion of the battleships, cruisers and destroyers of the Pacific Fleet.

Landings are being continued against strong opposition under cover of supporting bombardment by our air and surface forces.

Initial reports indicate that our casualties are moderate.

SUPREME HEADQUARTERS, ALLIED EXPEDITIONARY FORCE, *Communique No. 19*—On all parts of the front Allied forces continue to carry the fight to the enemy. . . . Before dusk heavy night bombers with fighter escort attacked E-boats and the dockside at Le Havre.

SUPREME HEADQUARTERS, ALLIED EXPEDITIONARY FORCE, *Communique No. 20*—Further steady progress has been made west of Carentan and between the Rivers Vire and Elle. . . .

During yesterday mobile batterles on the flanks were engaged as necessary by Allied warships. On the eastern flank HMS *Belfast* gave valuable support against enemy concentrations. HMS *Nelson* engaged the batteries of Le Havre.

During an unsuccessful enemy air attack in the western assault area an enemy aircraft was shot down by the USS *Augusta* (Capt. Edward H. Jones, USN), wearing the flag of Rear Admiral Alan G. Kirk, USN.

Convoys of Allied merchant ships are arriving satisfactorily and the armies continue to be built up with men, stores and equipment. . . .

Photographic reconnaissance shows German naval forces in the port of Le Havre suffered very severely from an attack by heavy night bombers on the evening of 14 June.

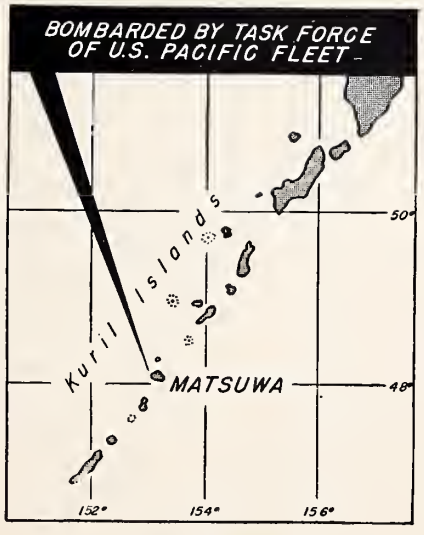
ADVANCED ALLIED HEADQUARTERS ON NEW GUINEA—*Aitape-Hansa coast:* Our light naval units at night destroyed three enemy barges. . . . *Bougainville:* Our air patrols and fighter-bombers attacked Buka airdrome and targets near Kieta and in southern Bougainville, damaging barges and minor installations. . . . *Woleai:* Our air patrols attacked a medium-sized enemy cargo vessel to the south, leaving it sinking.

16 JUNE

Pacific Fleet Communique

Assault troops have secured beachheads on Saipan Island and are advancing inland against artillery, mortar and machine-gun fire. Virtually all heavy coastal and antiaircraft batteries on the island were knocked out by naval gunfire and bombing.

Our troops have captured Agingan Point. In the town of Charan-Kanoa brisk fighting is continuing. The enemy has attempted several counterattacks with tanks. These attacks have been broken up by our troops with the support of ships and aircraft. In general, fighting is heavy, but good progress is being made against well-organized defenses.



See 14 June.

Pacific Fleet Communique

Chichi Jima and Haha Jima in the Bonin Islands and Iwo Jima in the Volcano Islands were attacked by carrier aircraft on 14 June (West Longitude date). Thirty-three enemy fighters which attempted to intercept our forces at Chichi Jima were shot down. Four multi-engined seaplanes were damaged at Chichi Jima. At Iwo Jima two airborne enemy aircraft were probably destroyed and 14 were destroyed on the ground.

One medium cargo ship was sunk by bombing at Chichi Jima and four small cargo ships and six small craft were damaged. A medium transport, discovered under way near the Bonins, was heavily damaged by aircraft and later sunk by one of our destroyers. One hundred and twelve survivors were rescued and made prisoners of war.

Ground installations, including barracks, airfields and fuel tanks, were bombed by our aircraft. Our losses were four aircraft and five flight personnel.

SUPREME HEADQUARTERS, ALLIED EXPEDITIONARY FORCE, *Communique No. 21*—There has been no major change in any sector, but Allied troops have made further progress west of Pont-l'Abbe . . . Last night our heavy bombers in great strength attacked concentrations of E- and R-boats and minesweepers in Boulogne harbor.

SUPREME HEADQUARTERS, ALLIED EXPEDITIONARY FORCE, *Communique No. 22*—Advances by Allied forces westward from Pont-l'Abbe, in the Cherbourg peninsula, have continued. . . .

Yesterday HMS *Ramillies* engaged a battery at Benerville, on our eastern flank, which she silenced in an hour's duel, while HMS *Nelson* engaged an enemy battery north of Le Havre which had been firing into the anchorage. Enemy batteries and concentrations were bombarded throughout the day by Allied cruisers.

On the western flank the USS *Texas* (Capt. Charles A. Baker, USN), wearing the flag of Rear Admiral Carleton F. Bryant, USN, the USS *Nevada* (Capt. Powell M. Rhea, USN) and the USS *Arkansas* (Capt. Frederick G. Richards, USN) carried out heavy bombardments in support of the armies near Isigny and Carentan.

17 JUNE

U. S. Pacific Fleet Communique

U. S. assault troops are engaged in bitter fighting against defending forces on Saipan Island.

On 14 June (West Longitude date) and during the night of 14-15 June our troops were withdrawn a short distance toward the beach in some sectors in the face of intense mortar and artillery fire. Positions were consolidated and during the night our naval forces carried out a heavy bombardment of enemy strong points.

On the morning of 15 June enemy resistance in the strongly held sector north of Charan-Kanoa was broken. At midday a major element of our forces commenced an attack which advanced our line nearly one-half mile in the southern sector of the island. Lesser advances were made in other sectors.

Our assumption that Saipan would be strongly held because of its strategic location in the Japanese defense system has been proved correct. Preliminary estimates indicate there are upward of two divisions of enemy troops defending Saipan.

U. S. Pacific Fleet Communique

U. S. Marines supported by elements of an Army infantry division have improved their positions on Saipan Island and are driving forward toward Aslito airdrome. Harassment of our beachheads by enemy mortar fire has been considerably reduced.

On the night of 14 June (West Longitude date) enemy torpedo planes launched an attack against our carrier force, but were repulsed without damage to our ships.

Our heavy surface units bombarded Guam Island on 15 June.

Liberators of the 11th AAF bombed Matsuwa, Paramushiru and Shimushiru on 14 June. Five enemy aircraft were airborne near Matsuwa, but only one attempted to attack our force and did no damage. Fourteen enemy fighters appeared over Paramushiru and several made attacks, causing damage to one of

our planes. One enemy fighter was probably shot down and an enemy medium bomber was damaged. Ventura search planes of Fleet Air Wing 4 also bombed Paramushiru and Shumushu on 14 June. Fifteen enemy fighters attacked our force, causing minor damage to several of our aircraft. Shimushiru was again attacked by 11th AAF Liberators on 15 June.

Army, Navy and Marine aircraft of Central Pacific air forces bombed objectives in the Marshall Islands and eastern Caroline Islands on 13 and 15 June (West Longitude date).

SUPREME HEADQUARTERS, ALLIED EXPEDITIONARY FORCE, *Communique No. 23*—Allied troops continue their advance with leading elements in St. Sauveur-Le Vicomte. . . .

Throughout yesterday Allied cruisers and destroyers engaged gun batteries which the enemy had established on the eastern bank of the River Orne. Concentrations of enemy armor northeast of Caen were bombarded by HMS *Ramillies*. Merchant convoys continue to arrive at the beaches steadily and in safety.

SUPREME HEADQUARTERS, ALLIED EXPEDITIONARY FORCE, *Communique No. 24*—Allied forces have pushed deeper into Normandy. . . . Early this morning coastal aircraft attacked enemy shipping in the Channel.

ALLIED HEADQUARTERS, ITALY, *Special communique*—On 17 June a detachment of the French Army B, which is commanded by Gen. Jean de Lattre de Tassigny, at the direction of the Supreme Allied Commander, landed successfully on the island of Elba.

18 JUNE

U. S. Pacific Fleet Communique

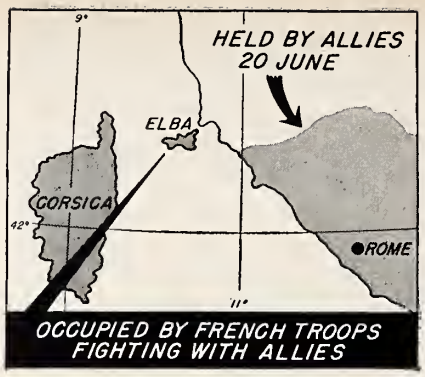
U. S. marines and Army troops advancing east across the southern portion of Saipan Island made gains averaging 1,500 yards during the night of 15-16 June and on 16 June (West Longitude date). The area now held by our forces extends from a point just south of Garapan for a distance of approximately five and one-half miles to Agingan and extends inland two miles at the point of deepest penetration. Our forces have captured Hinasusu, due east of Lake Susupe.

Our positions were under sustained enemy fire during the night of 15-16 June, and before dawn on 16 June the enemy launched a determined counterattack. This attack, which was broken up, cost the enemy heavily in lives and destroyed more than 25 enemy tanks.

Early in the morning of 16 June our troops launched the offensive which resulted in general advances. Some of our forward echelons penetrated the naval air base at Aslito airdrome, but were later withdrawn under severe enemy fire.

During the action on 16 June our aircraft bombed and strafed enemy positions and during the night of 15-16 June enemy strong points were shelled by our ships.

On 15 June one of our destroyer transports encountered five enemy coast cargo ships and sank them. Twenty-nine survivors were rescued and made prisoners of war.



See 17-19 June.

U. S. Pacific Fleet Communique

In the early morning of 17 June (West Longitude date) the enemy launched an amphibious counterattack against our forces on Saipan. A group of troop-carrying barges attempted a landing south of Garapan, but were repulsed by our armed landing craft. Thirteen enemy barges were sunk.

SUPREME HEADQUARTERS, ALLIED EXPEDITIONARY FORCE, *Communique No. 25*—Allied forces in the area of St. Sauveur-Le Vicomte have made further progress westward. . . .

SUPREME HEADQUARTERS, ALLIED EXPEDITIONARY FORCE, *Communique No. 26*—Allied troops have cut off the Cherbourg peninsula from the rest of Normandy, reaching the west coast near Barneville-sur-Mer. . . . More than 15,000 prisoners have been counted so far.

ADVANCED ALLIED HEADQUARTERS ON NEW GUINEA—*MacCluer Gulf:* A 1,000-ton vessel and a number of barges were either destroyed or badly damaged. . . . *Aitape-Sepik:* Air patrols near Wewak destroyed or damaged 11 barges. . . . *New Ireland:* Night naval patrols shelled shore targets.

19 JUNE

U. S. Pacific Fleet Communiques

Our assault troops on Saipan Island have captured Aslito airdrome and have driven eastward across the island to Magicienne Bay, where we hold the western shore. Two pockets of enemy resistance remain east of Lake Susupe. The enemy continues to counterattack, but all attacks have been successfully repulsed.

Seabees are at work on the air strips at Aslito.

On 18 June (West Longitude date) our carrier task force, providing cover and support for our amphibious force, was subjected to a severe aerial attack which continued for several hours. The attack was successfully repulsed by our carrier aircraft and antiaircraft fire. Information presently available indicates that only one of our surface units was damaged, and this damage was minor.

It is believed a portion of the enemy planes were carrier-based and used nearby shore bases as shuttle points. However, the effectiveness of this procedure was sharply limited by our systematic bombing and strafing of the airfields at Guam and Rota.

It is estimated that more than 300 enemy aircraft were destroyed by our forces during this engagement. No estimate is yet available of our own aircraft losses.

SUPREME HEADQUARTERS, ALLIED EXPEDITIONARY FORCE, *Communique No. 27*—The wedge across the base of the Cherbourg peninsula is being strengthened and widened. . . . The enemy battery at Houlgate, east of Ouistreham, has been silent for 36 hours after an accurate bombardment by HMS *Ramillies*.

SUPREME HEADQUARTERS, ALLIED EXPEDITIONARY FORCE, *Communique No. 28*—The Allies' strangle-hold on the Cherbourg peninsula has been strengthened by a series of local advances. . . . Allied warships continued to give support on the eastern flank by engaging enemy mobile batteries. North of Caen successful shoots were carried out by HMS *Diadem* against a concentration of enemy armor.

ADVANCED ALLIED HEADQUARTERS ON NEW GUINEA—*Sorong:* Our medium units again attacked in force, concentrating on shipping in the anchorage. Two 3,000-ton and three smaller freighter-transports were sunk; two 1,500-ton freighter-transports were destroyed or seriously damaged and six coastal vessels wrecked. As a result of the previous day's attack, the enemy was unable to effect any interception. . . . *Aru Island:* Our patrol units destroyed a coastal vessel and a barge carrying cargo and personnel. . . . *New Ireland:* Our night naval patrols sank a laden enemy barge in St. George's Channel.

ROME, *Allied Special communiques*—During 18 June French troops have made further substantial progress and now hold the greater part of the island of Elba. . . . By noon today operations were brought to a successful conclusion. One thousand eight hundred prisoners, of which the majority were Germans, have been captured.

20 JUNE

Navy Department Communique No. 526

1. The submarine USS *Grayback* is overdue from patrol and must be presumed to be lost.

2. The next of kin of casualties of the *Grayback* have been so notified.

SUPREME HEADQUARTERS, ALLIED EXPEDITIONARY FORCE, *Communique No. 29*—Coordinated attacks all along the north front on the Cherbourg peninsula have brought the port under artillery fire. . . .

SUPREME HEADQUARTERS, ALLIED EXPEDITIONARY FORCE, *Communique No. 30*—Allied troops are attacking the outer defenses of Cherbourg. Montebourg has been liberated. . . .

PEARL HARBOR, *Pacific Fleet announcement*—Truk Atoll was bombed by Liberators of the 7th AAF on 18 June (West Longitude date). Airfields on Moen Island were principal targets. No fighter opposition was encountered and antiaircraft fire was meager.

A single 7th AAF Liberator bombed Ponape on 18 June.

Nauru Island was attacked on 18 June by 7th AAF Mitchell bombers, which shelled and bombed antiaircraft emplacements and buildings. Antiaircraft fire was intense but inaccurate.

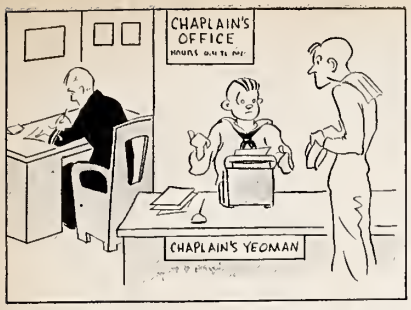
Enemy positions in the Marshalls were attacked during the day and night of 18 June by Catalina search planes of Fleet Air Wing 2, Corsair fighters and Dauntless divebombers of the 4th Marine Aircraft Wing and Navy Hellcat fighters. Antiaircraft fire did sufficient damage to a Dauntless divebomber to force it down on the water before reaching its base. The crew was rescued by a Catalina search plane of Group 1, Fleet Air Wing 2.

ADVANCED ALLIED HEADQUARTERS ON NEW GUINEA—*Aitape-Wewak coast:* Night air and naval patrols bombarded shore targets west of But silencing enemy guns, and sank or damaged five barges at Kairiru and Mushu Islands. . . . *New Ireland:* Light naval units at night bombarded islands off the southeast coast of New Hanover, causing explosions, and shelled coastal targets south of Borpop.

U. S. Naval Losses

U. S. Naval losses from the beginning of the war to 12 June are as follows:

Type	Sunk	Presumed Lost	Destroyed to Prevent Capture	Total
Battleships	1	0	0	1
Aircraft carriers	6	0	0	6
Heavy cruisers	5	1	0	6
Light cruisers	3	0	0	3
Destroyers	36	4	1	41
Destroyer escorts	1	0	0	1
Submarines	2	20	1	23
Miscellaneous	67	4	7	78
Total	121	29	9	159



Chaser (SCTC, Miami)

"The Chaplain is writing to Mr. Anthony just now—he has a problem."

Troopship!

(Continued from Page 22)

all. Even after having abandoned ship, many crews have returned to their vessels and brought them safely into port. All passenger ships, including transports, carry enough modern, unsinkable lifeboats, life rafts and life preservers to provide for 50% more than the number of persons aboard ship. When properly handled, the boats and rafts will stay afloat indefinitely.

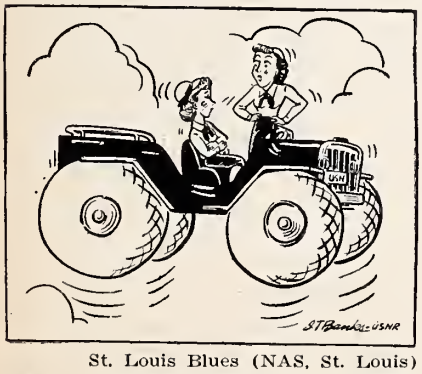
Drills:

Pay attention to all ship's drills. Remember what to do and when to do it. These drills are conducted for your protection. What you learn during drills may save your life. KNOW THE EMERGENCY SIGNALS. The general alarm will be given only at the direction of the ship's master or ship's officers.

Lights:

As a precaution against mishaps at night, ships carry emergency lighting systems. Near each exit hangs a battery lamp ready at all times.

Since the majority of troop ships move under convoy, assistance will be close at hand in case of need. You may not see them, they may be out of sight, but they are on the job scouting the waters around you all the way across.



St. Louis Blues (NAS, St. Louis)

"Agnes, again I ask you, just how much air did you use?"

What Is Your Naval I. Q.?

1. The average monthly production of destroyers in 1941 was 1.33 and in 1942 it was 6.75. What was it in 1943: (a) 7.25; (b) 9.42; (c) 10.83?

2. Is there any restriction on the type of matches permitted aboard ship?

3. The three ships in Columbus' fleet the first time he crossed the Atlantic were the *Nina*, the *Pinta* and the *Santa Maria*. Which was the flagship?

4. How is the size of wire rope determined?



5. This is the Army's Martin Marauder (B-26). By what designation is it known in the Navy?

6. Can you name the warrant grades in the naval service?

7. The national ensign must be displayed during battle. True or false?

8. What is a "bight" in referring to a rope?

9. What portion of Navy Regulations comprise the "Articles for the Government of the U. S. Navy?"

10. What is the difference between a medical survey and a medical discharge as applied to enlisted personnel?

11. The medal shown here is: (a) the Navy and Marine Corps Medal; (b) the Air Medal; (c) the Silver Star Medal?



12. Where are (a) Changsha; (b) Valmontone; (c) Aitape; (d) Surabaya; (e) Myitkyina?

13. In what year was flogging outlawed as a corrective measure for enlisted personnel of the Navy?

14. The cross used as the insignia of Protestant and Catholic chaplains in the Navy is the (a) Greek Cross; (b) Latin cross; (c) St. Andrew's Cross?

15. After whom, or what, are submarine tenders named?

16. The U. S. Naval Academy at Annapolis, Md., is on (a) the Delaware River; (b) the Severn River; (c) the Potomac River; (d) Chesapeake Bay?

17. What is a "Ship of the Line"?

18. What is a "beam sea"?

19. What are the colors of the Commendation Ribbon?

20. In round figures, the approximate number of feet of piping in a modern battleship is (a) 27,000; (b) 133,000; (c) 422,000.

(Answers on Page 53)

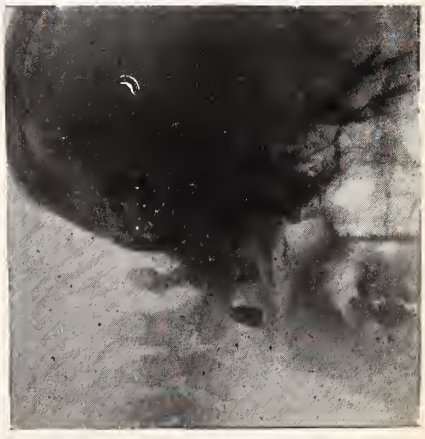
Captured U-Boat Skipper Saved by U. S. Naval Doctor

A former German U-boat commander who wanted to die is alive today due to the skillful surgery of a U. S. Navy medical officer.

The Nazi commander and his crew were rescued by a U. S. naval task force after an RAF bomber sank his submarine off the Azores. After taking some liquid food, the submarine commander revealed that he had shot himself in the mouth before his rescue.

In an emergency operation performed immediately at sea by Lt. Comdr. Jasper L. Custer (MC), USNR, of Shreveport, La., the bullet was removed from the German officer's spine —close to the base of his brain.

The Nazi confessed that in a moment of depression he had put his revolver into his mouth and pulled the trigger. The shot not only failed of its purpose but apparently did not incapacitate or greatly pain the officer. He made no further attempts to commit suicide.



Official U. S. Navy photograph

X-ray photograph shows bullet lodged in German's spine.

Amphibs Hit

(Continued from Page 11)

was a matter of months. Most of the landing craft and smaller naval units employed were built in the U. S. The small craft had to be transported across the Atlantic on the decks of tankers or cargo ships, many LCTs, for instance being carried on the decks of cargo vessels in three sections and reassembled in Britain.

The LCVPs and other small craft were all brought across the ocean "piggyback" on the decks of the larger ships. Only the larger landing craft types—seagoing LSTs, LSDs and LCI(L)s—made the crossing under their own power.

The LSTs had no trouble crossing the ocean. And the LCI(L)s, while small—and somewhat lively when the sea gets rough—all crossed the ocean under their own power, some without escort and many manned by officers and crews who had never made the crossing before.

Admiral Royal E. Ingersoll, USN, commander of the Atlantic Fleet, was responsible for keeping the sea lanes open for this flow of traffic across the Atlantic. He reported that since 1 January 1942 the Atlantic Fleet has escorted more than 7,000 ships across with the loss of 10. None of these was a troop ship. There were other ship losses in the Atlantic, but these occurred among ships not escorted by the fleet.

It was expected that U-boat packs would return to the Atlantic when the invasion started, but this threat is "not yet in evidence," Admiral Ingersoll said.

Big Days in the War in Europe

From the Invasion of Poland to the Invasion of France

1939

1 Sept.—Germans invade Poland.
3 Sept.—Britain and France declare war on Germany.
4 Sept.—New Zealand and Australia declare war on Germany. Fighting begins on Maginot Line.
10 Sept.—Canada declares war on Germany.
27 Sept.—Warsaw surrenders.

1940

9 April—Germans invade Norway and Denmark.
15 April—British land troops in Norway.
10 May—Germans invade Belgium, The Netherlands and Luxemburg.
14 May—Dutch army capitulates.
28 May—King Leopold orders Belgian forces to surrender.
29 May—British troops begin evacuation from Dunkirk.
10 June—British evacuate Norway.
14 June—Germans march into Paris.
22 June—French sign armistice with Germany.
12 Aug.—500 German planes raid Britain.
3 Sept.—U. S. announces trade of 50 over-age destroyers to Britain for leases on naval and air bases in Western Atlantic.
7 Sept.—Heavier night raids on London begin.
28 Oct.—Italians invade Greece.
20 Nov.—Hungary joins Axis.
24 Nov.—Slovakia follows Hungary and Rumania into Axis alliance.

1941

1 March—Bulgaria signs Axis pact, Germans march in.
6 April—Germany attacks Yugoslavia and Greece.
27 April—Germans take Athens.
12 Dec.—British chase Italians from Egypt.
31 May—British withdrew from Crete.
22 June—Germans invade Russia.
24 Nov.—Russians begin first winter counterattack.
11 Dec.—U. S. declares war on Germany and Italy after they declared war on us.

1942

14 Jan.—First ship is torpedoed off U. S. Atlantic coast.
26 Jan.—First American troops arrive in Northern Ireland.
30 May—First 1,000-plane RAF raid drops 3,000 tons of bombs on Cologne.
20 June—Germans capture Tobruk, push on toward Egypt.
1 July—Germans capture Sevastopol.
4 July—U. S. Army bombers make first raid on Western Europe.
19 Aug.—Allied troops raid Dieppe.
17 Sept.—Nazis penetrate Stalingrad.
23 Oct.—British break through Axis line at El Alamein.
7 Nov.—American and British forces land in Africa.
11 Nov.—Americans capture Casablanca and Oran, ending French resistance; Germans occupy all France.
27 Nov.—Most of French fleet scuttled at Toulon.

1943

18 Jan.—Russians break siege of Stalingrad, drive westward.
23 Jan.—British capture Tripoli.
27 Jan.—Heavy bombers make first all-American assault on Germany.
7 May—Allies take Tunis and Bizerte.
9 May—All Axis resistance ends in North Africa.
17 May—RAF blasts two Ruhr dams.
11 June—Italians surrender Pantelleria.

How Casualties From Beach Were Handled

Amphibious warfare calls for new medical techniques, and the Navy was ready on D day with its own complex organization to handle the flow of casualties from the beaches. Because of lessons learned at Sicily, Salerno and the South Pacific, the Navy had a higher ratio of doctors and hospital corpsmen than ever used before in any military operation.

While working as a team without any stars, the Army and the Navy had their responsibilities clearly allotted in order to avoid conflict of authority. The Army medicos take care of their men until they are embarked. Then the Navy looks after the soldiers until they reach the high-water mark on the invasion shore. On the beach, however, both Army and Navy medical personnel give first aid as needed and collect the wounded for evacuation.

The Navy's heaviest responsibility is, in the very heat of battle, to fill evacuation ships with injured men and get them back to the embarkation point, giving all possible medical or surgical treatment while under way. Here is the system used on the Allied beachhead:

At 20 or 30 minutes after H-hour, the Army sent ashore battalion landing teams, composed of two medical officers and 32 enlisted men. They tagged the wounded (men of the first waves were given aid by their own comrades) and marked their positions for later collectors.

The Navy sent ashore medical section shore parties, composed of one medical officer and eight hospital corpsmen. They set up a beach evacuation station, received cases sent or brought to them by the Army's collecting teams, gave additional first aid and prepared the casualties for evacuation.

Small craft were obtained through the beachmaster to transfer the casualties from the evacuation station to ships off shore. Army "ducks" were very useful for this purpose because they are as much at home at sea as on land. They would take a load of eight or ten litter cases from the beach, put out to sea, and drive up the bow-ramp of a waiting LST.

The roomy LSTs were found most efficient craft for the journey across the Channel. They had previously been stocked with an abundance of medical supplies and surgical equipment, and LST crews were specifically trained to do their share in embarking the wounded. After the tanks had roared ashore, litters were lowered to the tank deck which has brackets fitted along the bulkheads to receive the litters, three deep.

Going back across the Channel, doctors check their patients' tags, on which were recorded name and number, rough diagnosis and report of treatment. Operating rooms were set up on the after part of the tank deck or in the crew's mess hall for emergency operations. Since LSTs are notorious rough-riders, and the Channel was very choppy during the first few days, both surgeon and patient sometimes had to be lashed to the operating table.

When the casualties were on dry land once more the Army resumed responsibility for its soldiers.

10 July—Allied forces invade Sicily.
25 July—Mussolini resigns.
1 Aug.—175 U. S. Liberators from Middle East blast Ploesti refineries.
3 Aug.—RAF makes ninth attack on Hamburg in 10-day, 8,000-ton record-breaking blitz.
17 Aug.—Conquest of Sicily completed.
3 Sept.—British 8th Army invades Italy.
8 Sept.—Italy surrenders.
9 Sept.—American-British 5th Army lands at Salerno.
10 Sept.—Germans seize Rome.
11 Sept.—Most of Italian fleet escapes to Allies.
19 Sept.—Italians seize Sardinia for the Allies.
25 Sept.—Smolensk falls to Russians.
1 Oct.—5th Army takes Naples.
13 Oct.—Italy declares war on Germany.
6 Nov.—Russians retake Kiev.
9 Nov.—U. S., Britain announce 150 U-boats sunk in six months.
28 Nov.—President Roosevelt, Prime Minister Churchill, Marshal Stalin meet at Teheran, plan three-way attack on Axis Europe.
24 Dec.—Gen. Eisenhower named to lead invasion of Europe.

1944

4 Jan.—Red Army smashes across Polish border.
21 Jan.—Red Army lifts siege of Leningrad.
22 Jan.—Allies land behind Nazi lines at Anzio.
7 March—800 U. S. heavy bombers make first big daylight raid on Berlin.
31 March—U. S. bombers from Mediterranean area begin heavy raid on Balkans.
3 April—Red Army sweeps into Rumania.
10 April—Red Army retakes Odessa.
21 April-13 May—Allies' planes drop 130,000 tons of bombs on Europe.
9 May—Red Army recaptures Sevastopol.
11 May—Allies begin big offensive in Italy.
18 May—Cassino falls to Allies in Italy.
20 May—Allies resume pre-invasion bombing on huge scale.
2 June—Flying Fortresses establish shuttle-bombing service between European theater and U. S. bases in Russia.
4 June—5th Army captures Rome.
6 June—Allies begin invasion of Western Europe.

Answers to Quiz on Page 51

1. (c).

2. Yes, only safety matches are permitted.

3. *Santa Maria.*

4. By its diameter.

5. The JM-1.

6. Boatswain, Gunner, Torpedoman, Electrician, Radio Electrician, Machinist, Carpenter, Ship's Clerk, Aerographer, Photographer, Pharmacist, Pay Clerk and Acting Pay Clerk.

7. True.

8. Any part of a rope except the end; usually refers to a bend in a rope.

9. The first 70 articles.

10. A medical survey is a report of a board of medical survey. A medical discharge is a separation from the Navy by discharge based on the report of a board of medical survey that the person in question is physically disqualified for retention in the naval service.

11. (b).

12. (a) China; (b) Italy; (c) New Guinea; (d) Java; (e) Burma.

13. 1850.

14. (b).

15. Pioneers in submarine development and also for characters in mythology.

16. (b) and (d).

17. Any ship capable, through firepower and speed, of taking its place in the battle line of the fleet. Formerly, a vessel superior to a frigate, usually a 74-gun or three-decker ship.

18. One at right angles to a vessel's course.

19. Myrtle green and white.

20. (c).

Manpower

(Continued from page 15)

the last war; it is an even more vital instrument in the winning of this war, and the work of the Manpower Board is now of material aid in the planning of our expanding operations in the Pacific. The problems which have been faced serve to emphasize the fact, recognized by all those actively concerned with the conduct of the war, that it would be fatal ever again to reduce our Navy to skeleton proportions. Narrow isolationism cannot serve as a bulwark against enemy aggression.

The fact that we have the strongest Navy in the history of the world is our best insurance against the attacks of enemy powers, the best insurance for safeguarding the peace after victory is won. But we don't get the correct total of this insurance if we merely add up battleships and cruisers and planes. It is on the human element in the Navy that we must depend to win our battles, to map out our strategy, to utilize what war production has accomplished and, in countless other ways, to back up our fighting forces. To quote the comments of the Navy's Commander-in-Chief, President Roosevelt: "Far more important than ships and planes are the men who make our Navy great. As one who has been associated with them, I can think of no tribute too high to offer to their courage and their determination."

We once boasted of a one- and then a two-ocean Navy. Today we talk in terms of a seven-ocean Navy whose job it is to keep vital supply lines open to all parts of the world. "Impossible" things have been achieved along technical lines by this branch of the service. Through helping to make sure that the effective use of manpower keeps pace with the Navy's present requirements, therefore, the Navy Manpower Survey is making a contribution of incalculable significance to the nation.

Two Letters That Tell Their Own Stories

The following letters, addressed to the former commanding officers of the writers, have been forwarded to BuPers.

With reference to [my Bad Conduct Discharge] I would like to know if I can be reinstated in the Navy. On December 3, 1943, I received said discharge. Although I am making a fair salary, it is impossible for me to forget the disgrace brought on my family. The ordeal of hiding the "skeleton in the closet" is driving me berserk—and unless I can appease my mind, I am sure to go crazy over worrying about it.

My family and friends have been grand, insofar as the discharge, by not mentioning anything about it, but it's what's in their minds that disturbs me.

I beg your forgiveness in my breaking the Navy law and hope you will be able to help me in some way to rebuild my life.

Very truly yours,

_____

* * *

DEAR SIR:

I'm writing this letter to you, Sir, because you're an understanding man. . . . I was discharged from your base on the 24th of December, 1943, with a bad conduct discharge. I'm writing to you asking for your help. I want to get back in the Navy, Sir, and you're the only one I have to turn to. You see, Captain, I never had any parents hardly. I was brought up by foster parents. I never knew what the word steal was until I was taken away from my foster parents and put into different homes, and then I got around with the wrong fellows and I wound up in a reform school.

I enlisted when I was 17 and came to ——— for my training. . . . When I was home on my boot leave I saw a couple of boys hanging around on the street corner, so I went and talked to them. They were friends of mine, and I asked them why they didn't enlist in the Navy. They asked me what it was like in the Navy, and I told them; so the next day they came to my house and told me they had enlisted, and I patted them on the back and said good luck.

Well, the other day one of the fellows came home on a furlough, and he walked up to me and asked what happened to me. I didn't have the nerve to tell him, so I started talking about something else; but he got it out of me, and he told me to write to you. He said that was the best thing to do.

I want to come back, Sir. I've learned my lesson and I'm waiting to hear from you. I'll be 18 on April 22, 1944, and I don't like the Army. Will you answer this letter, because I'd like to know if I can come back to ———— and I'll give you my word I'll do what's right. Don't mind my writing, I cut my fingers on a lathe. I'll be waiting to hear from you. Until then,

Thanks a million,

_____

LETTERS
TO THE EDITOR

(Continued from Page 36)

of Alnav 155-41, during the war and for six months thereafter a man can be discharged at the expiration of his enlistment only for the purpose of reenlisting, and MOP is not payable to a man discharged for that purpose.—ED.

RULES ON LEAVE

SIR: (1) Does boot leave count against annual leave? (2) Is the 10 days' leave for graduates of Class A service schools still in effect? (3) Is leave for enlisted personnel based on enlistment year, fiscal year or calendar year? (4) What is the number of days of leave allowed a year? (5) What is the rule about days allowed for travel time?—A.A.G., Y3c.

• *(1) Yes. (2) Yes. (3) Calendar year. (4) Up to 30 days. (5) They do not count as leave. For details, see Art. D-7028, BuPers Man.*—ED.

BROKEN SERVICE

SIR: I have a question that applies to thousands of other broken-service men. It is not readily answerable by the average disbursing officer. My service record reads: USMC, 10-10-24 to 2-19-25, discharged, special order; USN, 2-19-25 to 2-18-29, discharged end enlistment; USNR, 2-12-42 to 11-12-42, discharged, special order; USN, 2-12-42 to date. Inasmuch as I was in the service on 1 July 1925, I was told that should I come back into the regular Navy my complete active service would count on transfer to the Fleet Reserve upon completion of 16 or 20 years' active duty. Is that correct? Also, should I be promoted to warrant grade or commissioned rank would that service count on transfer to the FR?—J.A.J. McC., CPhM(PA), USN.

• *All active naval service, including active service in the Marine Corps, whether as an enlisted man, warrant or commissioned officer, is counted for the purpose of transfer to the Fleet Reserve. There is no requirement that such service be continuous. Since you were serving in the regular Navy on 1 July 1925, you will be eligible for transfer to the Fleet Reserve upon completion of 16 years' naval service.*—ED.

ALLOTMENTS WHEN MISSING

TO THE EDITOR:

What happens to an officer or an enlisted man's allotments when he is reported missing in action, but not dead? His insurance?—R.E.S., PhM3c.

• *The law provides that total pay and allowances of a missing officer or enlisted man will be credited to his account during the continuance of the missing status, and that allotments for support of dependents and payment of insurance premiums will be paid therefrom. Also, family allowance benefits are available for the dependents of missing enlisted personnel when otherwise qualified. Insurance, therefore, remains in force during the missing status.*—ED.

MAY WEAR ARMY MEDAL

TO THE EDITOR:

I served in the U. S. Army for three years and was discharged with an excellent character, but as I did not re-enlist in the Army, I did not receive my Good Conduct Medal. Please inform me whether I am entitled to wear the Army good conduct ribbon while serving in the Navy and, if I am, could I apply for a Good Conduct Medal at the War Department?—N. C., Machinist, USN.

• *Award of the Good Conduct Medal by the Army is not automatic with establishment of a record of good conduct. Whether you are entitled to it must be determined by the Decorations Section, Adjutant General's Department, U. S. Army, and any letter addressed there should be via your commanding officer. If the Army should award it to you, you would be entitled to wear it on your Navy uniform.*—ED.

OFFICER QUALIFICATIONS

SIR: Is it possible for a Chief Specialist (A) (AA), assigned to limited shore duty for disabilities incurred in line of duty, to obtain a commission?—J.F.E., CSp (A) (AA).

• *Enlisted personnel who have suffered disabilities which render them fit for limited shore duty only are not eligible for appointment to officer rank even though the disabilities may have been incurred in line of duty.*—ED.

MARRIED MEN IN V-7

SIR: Are married men who have completed three years of college before induction eligible for V-7 provided they meet physical requirements?—G.K., F2c.

• *Yes, provided they are fully qualified. See BuPers Circ. Ltr. No. 143-44 (N.D.B., 15 May 1944, 44-578).*—ED.

'WASP' RIBBONS

SIR: I served aboard the old *Wasp* up to the time of her sinking, 15 September 1942. Did she ever, from 17 November 1941 to the date she was lost, receive the Presidential Unit Citation? Do I rate the European-African-Middle Eastern theater ribbon for the two trips made to Malta ferrying planes? If so, do I rate a bronze star on it? What raids did she participate in around the Solomons that I could wear stars for on my Asiatic-Pacific ribbon?

I am now on a DE and have heard that we rate a star for each sub we sink or participate in sinking. Is this correct?—G.W.P., EM2c, USN.

• *The* Wasp *has not been awarded the Presidential Unit Citation. Personnel of the* Wasp *are eligible for the ribbon bar of Asiatic-Pacific Area Campaign Medal and, if in the European-African-Middle Eastern area for a period of 30 days permanent duty or 30 consecutive days temporary duty, are eligible also for the European-African-Middle Eastern Area Campaign Medal. For information regarding engagement stars for attacks on enemy submarines and for other engagements, see page 66, March 1944* INFORMATION BULLETIN.—ED.

PO TO WARRANT

SIR: (1) What time is a PO1c (no sea-duty qualifications) required to serve in that rating before he is eligible for recommendation by his CO for temporary appointment to warrant grade? (2) Is the six months' sea-duty requirement for CPO waived for aviation rates?—C.J.J., AMM1c, USNR.

• *COs are authorized to recommend any PO1c or CPO for temporary appointment to warrant grade or commissioned rank whenever they deem him qualified. (2) There is no sea-duty requirement for aviation ratings.*—ED.

NO BAR FOR CG WITH USN

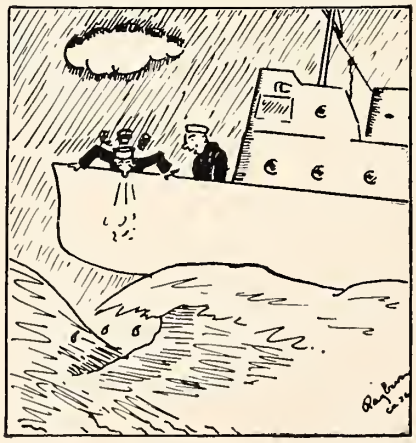
SIR: I am a Coast Guardsman with a sea-going unit doing special work for the Navy. Is there a campaign bar for this type of duty?—R.J.C., MoM2c, USCG.

• *No.*—ED.

ABILITY IN LANGUAGE

SIR: Is there any way in which the Navy can utilize my ability to read, write and speak the Russian language? The answer will help me determine whether to invite BuPers attention to my highly specialized qualifications as Russian translator and interpreter, no notation thereof having been made in my record when I enlisted.—N.A.S., RT2c, USNR.

• *Requests for assignment of interpreters are infrequent, particularly in your rating. Men fully qualified as translators and interpreters of a foreign language may forward a complete statement to BuPers via their COs, requesting appropriate notations in their service records.*—ED.



Pelican (NS, New Orleans)

"Never mind the battleship you saw; just tell me when you see a tree!"

GOVERNMENT SCHOOL

SIR: Please inform me as to the requirements for the Navy School of Military Government and Administration. I speak and write and read perfect German and understand many different kinds of German dialects.—A.L.B., Cox.

• *Procurement for this school is at present limited to officer personnel having the requirements set forth in Alnav 89-44, 11 May 1944. There is no present need for enlisted personnel with a knowledge of German.*—ED.

EXCHANGING SALUTES

SIR: If an enlisted man approaches a commissioned officer who is in company with another enlisted man, is it proper for all three to exchange salutes or just the officer and the enlisted man approaching him?—E.T.N., SP2c, USCGR.

• *Just the officer and the man approaching him. The point is covered by Art. 266(1), Navy Regs, which says: "Salutes shall be exchanged between officers and between officers and enlisted men on every occasion of their meeting, passing near or being addressed, except as indicated in Article 267. Juniors shall always salute first. When several officers in company are saluted all shall return the salute."*—ED.

WHO CAN WEAR GRAY

SIR: (1) Has the Seabee uniform been changed to slate gray for POs2c and up? (2) May Scabees wear the dress blue uniform?—D.R.B., S1c.

• *(1) No. The gray is authorized as a work uniform only for officers, CPOs, cooks and stewards. (2) Yes, when authorized locally.*—ED.

SEABEES TO ACADEMY

SIR: Are Seabees eligible for selection as candidates for the Naval Academy and the Naval Academy Preparatory School?—J.H.K., Y2c, USNR.

• *Yes.*—ED.

RIBBONS IN R.O.T.C.

SIR: I am a member of the Naval R.O.T.C. and have been informed that a station regulation prohibits the wearing of campaign bars on this uniform. When I came to this unit from the fleet, I was entitled to wear three campaign bars. Can a local station regulation prohibit my wearing these bars on the N.R.O.T.C. uniform?—R.G.L., AS, USN.

• *The N.R.O.T.C. uniform is one of the authorized naval uniforms, and ribbons may be worn on it.*—ED.

AMERICAN AREA

SIR: Our ship put into a West Coast port and remained there 10 days. (1) Is that time considered as spent in the American Campaign Area? (2) Or is only the time that it took us to go from the boundary of the Asiatic-Pacific Area to port considered as spent in American Area?—R.A.S., Y1c, USNR.

• *(1) No, the American Area campaign ribbon is awarded for service within designated areas* outside *continental U. S. (2) Yes.*—ED.

CHIEF WARRANT OFFICERS

SIR: (1) Will chief warrant officers be promoted by the block system? (2)What are the requirements for their promotion? (3) Has the proposal to give chief warrants longevity pay died a sudden death or is there still hope? (4) In speaking of warrant officers and chief warrant officers, shouldn't some distinction be made between the two?—W.D.R., Chief Boatswain, USN(Ret.).

• *(1) No. The block system for warrant officers applies only for promotion from warrant officer to chief warrant officer, the requirement being at least 12 months in warrant grade. See BuPers Circ. Ltr.*



Chaser (SCTC, Miami)

104-44 (N.D.B., 15 April 1944, 44-436). (2) Chief warrant officers are appointed to higher commissioned rank to meet the needs of the service only upon recommendation of their COs to BuPers, in accordance with BuPers Circ. Ltr. 152-43 (N.D.B., cum. ed., 43-1326). (3) It is still pending in Congress. (4) The distinction is automatic, as clearly outlined in Art. 158, Navy Regs.—ED.

NO V-7 FOR COAST GUARD

SIR: May a Coast Guard enlisted man apply for Navy V-7 if he meets requirements?—R.H.L., S1c.

• *No. The Coast Guard does not participate in the Navy V-7 program.*—ED.

V-12 TO RM SCHOOL

SIR: May a man with 19 months of sea duty be commissioned upon completion of V-12 training, prior to assignment to further training or duty?—G.W.V., AS, USNR.

• *No. Regardless of previous service, all students completing V-12 training must also complete the prescribed course of training at a reserve midshipmen's school.*—ED.

AVIATION DUTY

SIR: (1) Is it BuPers' present policy to keep on aviation duty those who enlisted as V-2 but who hold general service rates? (2) Is the Bureau considering establishment of the rating of aviation yeoman?—C.E.S., Y2c.

• *(1) No. You may apply to BuPers via your CO for change of classification to V-6, if you wish. (2) No.*—ED.

'DALLAS' A DESTROYER

SIR: Having served three years on the USS *Dallas (DD 199)*, I was interested in your list of vessels that have received the Presidential Unit Citation (page 49, May 1944 INFORMATION BULLETIN). You mention the *Dallas* as being a cruiser and having received the citation on 10 November 1942. Could this possibly be a mistake or a misprint? We haven't a cruiser listed by that name. I wasn't on the *Dallas* at the time the ship was awarded the citation, but loving the old ship as I do, I'd like to know if the old girl has been slighted or forgotten in the wartime rush.—N.C.A., RM1c, USN.

• *Listing of the* Dallas *as a cruiser was an error. She's the* DD 199 *and was named for an early American naval hero, Commodore Alexander J. Dallas, not the city of Dallas, Texas, as was assumed when the list was compiled.*—ED.

NATURALIZED CITIZENS

SIR: I am 31 years of age and have been in the service for 18 months. I have an accredited college degree, with two years of college mathematics. I have been a naturalized American citizen (born in Russia) since 27 February 1939. May I apply for a commission?—N.D., PhM2c, USNR.

• *Foreign-born persons must have been naturalized citizens for 10 years and must have resided continuously in the U. S. for at least that period of time before they are eligible for a commission in the Naval Reserve. However, BuPers has waived those requirements in the cases of enlisted men of certain outstanding qualifications for which there was a particular need. You may submit your qualifications to BuPers via your CO, in accordance with BuPers Circ. Ltr. 159-42 (N.D.B., cum. ed., 42-1023) to ascertain whether a waiver would be justified in your case.*—ED.

SHORTHAND REQUIRED

SIR: Does BuPers still require a man to know shorthand before he can be advanced to Y1c? The BuPers Manual states that shorthand is required, but it is a known fact that shorthand is being waived in many cases throughout the fleet while other men are being held back in rate because they do not know shorthand and cannot attend school because their duties are required aboard ship.—T.E.B., Y2c, USNR.

• *Shorthand is definitely a requirement for advancement to Y1c. COs are not authorized to waive it, and BuPers will not waive it.*—ED.

UNIFORM AT WEDDINGS

SIR: What directive applies to a Navy enlisted man wearing civilian clothes at a formal wedding when the groom is not a serviceman?—K.L.T., Sp(M)3c.

• *The uniform shall be worn at all times except in the home with less than three guests present (see Alnav No. 29-42) or when taking exercise. Naval personnel thus are not authorized to wear civilian clothes at a wedding.*—ED.

NOPE, NO HOPE

SIR: In 1942 I enlisted in the Naval Reserve for two years. As my enlistment period is approaching an end, may I hope for a discharge or change to an inactive duty status? I am 42 years old, married and on leave of absence from an essential war job.—W. N. S., Y3c.

• *In accordance with the Act of 13 December 1941 the enlistments of Naval reservists are extended for the duration of the war and for a period of six months thereafter. Had the war ended 6 months before the end of your 2-year enlistment, your discharge might have been possible. However, due to existing conditions and the urgent need for personnel in the Navy, men are not discharged for personal reasons except in cases of extreme urgency and then such action is directed only if the exigencies of the service permit. Every man, of course, has the privilege of submitting an official request for discharge or release to inactive duty and information is available to him at his station of duty as to the proper procedure to follow. Such cases as are received in BuPers are carefully considered and decided on the individual merits of the case presented.*—ED.

HOW CBM GOT THERE

SIR: Why is the chief boatswain's mate rating the leading one in the Navy? My answer is that in case of emergency he should be able to take over any job aboard ship. I believe that applies to the old-time Navy.—C. W. D., MoMM1c, USN.

• *The CBM is the leading rating of the Navy because it corresponds to the precedence of warrant officers [Navy Regulations, Art. 158(1)], which places the chief boatswain and the boatswain first among commissioned warrant officers and warrant officers respectively. The chief boatswain is the ranking line officer among chief warrants since his duties correspond closest to the duties of line officers. If your answer applies to men-of-war of the days of sail it may be correct.*—ED.

NAVAL RESERVE MEDAL

SIR: Having over 20 years' active duty, over eight in the Fleet Reserve and three on the retired list before being recalled to active duty, am I eligible for the Naval Reserve Medal? The INFORMATION BULLETIN, December 1943, page 66, said: "Service on the honorary retired list of the Naval Reserve now is credited toward eligibility for the Naval Reserve Medal, under a recent JAG decision."—R. F. E., CMM, USN (Ret.).

• *No. While your Fleet Reserve service is construed as service in the Naval Reserve and therefore may be counted toward the Naval Reserve Medal, your retired service is classed as in the retired list of the regular Navy and may not be counted. The honorary retired list of the Naval Reserve should not be confused with the retired list of the regular Navy. Only honorable service in the Naval Reserve, Naval Reserve Force, National Naval Volunteers or federally recognized Naval Militia is credited toward the Naval Reserve Medal.*—ED.

such a situation, of course, is that it can deliver a tremendous weight of explosive power at terrific velocity, impelling armor-piercing projectiles with extreme accuracy on an almost flat trajectory. The demolition power of such gunfire has become an important—and sometimes decisive—part of invasion assault technique.

The techniques and equipment of amphibious warfare have even revolutionized some of the tactics of land warfare, as was seen in Africa, Sicily and Italy. "Leap frog" tactics can be used with notable effect if you have sea supremacy and landing craft. The disorganizing effect is similar to that achieved by parachute landings.

Another way in which these tactics have changed land warfare came up in Italy. It used to be that a retreating army could successfully delay pursuit by blowing up the bridges as it retreated. In some steep sections of Italy, this presented tough problems for Army engineers. But one way of solving the problem was by sea. Whole divisions near the coast could put out in ships and landing craft and "leapfrog" up the coast, to continue the pursuit.

One of the newest tricks reported in the invasion of Europe was, in a way, one of the oldest in history. It must have proved pretty surprising to a certain group of German gunners.

One of the many jobs for Ranger or commando units is to get ashore and put the enemy's key gun batteries out of action before they are able to mess up the landing attempt. But at some point the German batteries were

AVIATION ASSIGNMENTS

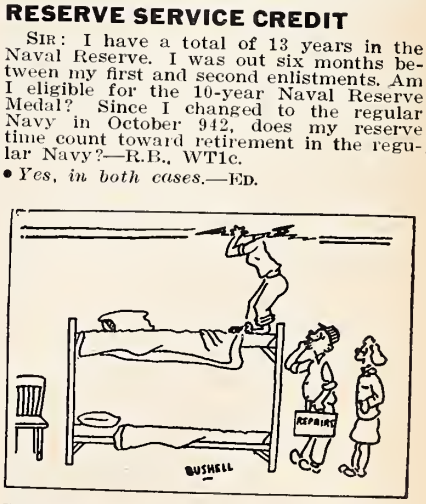
SIR: I spent six months in special training for duty on bombers and heavy patrol planes, but have been put in an air group of fighters and dive bombers on duties not required by my rating. What can I do to get transferred to the work for which I have been trained?—W. J. D., AOMB2c, USNR.

• *You may apply via your CO to either ComAirLant or ComAirPac (depending on where you are) for duty in a multi-engine squadron needing an AOMB.*—ED.

RESERVE SERVICE CREDIT

SIR: I have a total of 13 years in the Naval Reserve. I was out six months between my first and second enlistments. Am I eligible for the 10-year Naval Reserve Medal? Since I changed to the regular Navy in October 942, does my reserve time count toward retirement in the regular Navy?—R.B., WT1c.

• *Yes, in both cases.*—ED.



Conning Tower (NTS, WR, Bronx, N. Y.)

"She stood at attention when the ensign walked in!"

LETTERS
TO THE EDITOR

(Continued from Page 36)

of Almav 155-41, during the war and for six months thereafter a man can be discharged at the expiration of his enlistment only for the purpose of reenlisting, and MOP is not payable to a man discharged for that purpose.—ED.

RULES ON LEAVE

SIR: (1) Does boot leave count against annual leave? (2) Is the 10 days' leave for graduates of Class A service schools still in effect? (3) Is leave for enlisted personnel based on enlistment year, fiscal year or calendar year? (4) What is the number of days of leave allowed a year? (5) What is the rule about days allowed for travel time?—A.A.G., Y3c.

• *(1) Yes. (2) Yes. (3) Calendar year. (4) Up to 30 days. (5) They do not count as leave. For details, see Art. D-7028, BuPers Man.*—ED.

BROKEN SERVICE

SIR: I have a question that applies to thousands of other broken-service men. It is not readily answerable by the average disbursing officer. My service record reads: USMC, 10-10-24 to 2-19-25, discharged, special order; USN, 2-19-25 to 2-18-29, discharged end enlistment; USNR, 2-12-42 to 11-12-42, discharged, special order; USN, 2-12-42 to date. Inasmuch as I was in the service on 1 July 1925, I was told that should I come back into the regular Navy my complete active service would count on transfer to the Fleet Reserve upon completion of 16 or 20 years' active duty. Is that correct? Also, should I be promoted to warrant grade or commissioned rank would that service count on transfer to the FR?—J.A.J. McC., CPhM(PA), USN.

• *All active naval service, including active service in the Marine Corps, whether as an enlisted man, warrant or commissioned officer, is counted for the purpose of transfer to the Fleet Reserve. There is no requirement that such service be continuous. Since you were serving in the regular Navy on 1 July 1925, you will be eligible for transfer to the Fleet Reserve upon*

...is Warfare

batten, said, "He is truly a triphibian —equally at home on land, sea or air."

Amphibious warfare today is really *tri*phibious war—a war conducted in three elements rather than two. This was so even in the first World War, where certain features of the raid on Zeebrugge depended on air support.

There is a rough general pattern to this three-dimensional war evident in the invasion of Europe.

Controlling factors in picking the "when" and "where" of an invasion are many: terrain, for one. Will the invasion strike on sandy beaches, rocky shores, flat rolling land? Will you attack where the terrain is most favorable, but where the enemy's fortifications and preparedness are therefore greatest? Or will you try a less favorable spot, hoping to find a weak spot in his armor?

What kind of weather will you need? How will it affect landing operations and air support? Will you come in at the flood of the tide, or get there earlier, so as to spot and demolish underwater obstacles? How far can you hit from home bases and still have air support (a controlling factor in the choice of an invasion spot in Italy, for example)? How good are the enemy's communications, and what are his defenses?

There are many things about the enemy you need to know. How do you learn about them? Perhaps by secret agents, ferreting out all those tiny details which, added up, tell much. Or by photo reconnaissance, sharp detailed pictures by the piercing eye of the aerial camera. A photo-reconnaissance unit in North Africa made 50,000,000 photographs before the invasion of Sicily was launched.

Other information can be gleaned from the enemy press, from reports of prisoners, from friendly people in occupied countries, and from raids.

Then come the preparations—the tremendous gathering of men, materials, guns, ships and planes; the plans, general and detailed; the timetable of D Day and H Hour. The obstacles ahead are many.

There will be mines offshore, and sharp underwater obstacles of concrete and rail, to obstruct and rip landing craft as they try to come in. There may be devices to launch torpedoes into the crowded mass of invasion ships. Ashore, there is barbed wire, and a multitude of mines buried in the sandy beach. There will be steep canals or ditches (one on the Normandy front was 15 feet deep). There will be high concrete walls to scale or breach. There will be fire from shore batteries and machine guns, interlacing belts of fire that sweep the beaches from every angle.

Inland there will be other canals, walls and antitank traps, as well as areas the enemy can flood to mire down your mechanized advance. Mortars, long "zeroed in" on their targets, will be dropping their death-dealing explosives on men huddled on the beach. Artillery also has the range, dropping big stuff on the beach and among the boats coming in. Fighter planes come in to strafe and bomb.

If the invader gets off the beach, he must face various zones of fortified strength—bunkers and blockhouses and pillboxes, fortified villages where every house is an enemy stronghold. Mobile railroad guns may bring up extra firepower. Then the enemy's reserves are thrown into action. First, the local reserves. Then the tactical reserves, armored forces held back from the coast at centers where they can move quickly forward to counterattack. Then the strategic reserves—those divisions the enemy must keep ready to move to the danger area—once he is sure which it is.

Which brings up the other side of the picture. Against these obstacles the invader has certain advantages of his own. He can pick the two main elements—time and place. That ancient seafaring amphibian, Drake, wrote that "Time . . . is half a victory, which being lost is irrecoverable." The invader calls the first move. The element of surprise, if any, is his. He can feint, lure the defenders elsewhere. And the defender must guess what the strategy is.

Will Normandy be the main thrust? Or will there be others? Should he counter this blow now, with his full strength? Or is the invader seeking to draw him away from the main target? If he moves now, he may be off balance for the next thrust. But if he doesn't move, the beachhead is consolidated—and the chance to



Official U. S. Navy photograph

Biak: Lookout scans for enemy planes through smoke of naval shelling in support of the landing.

liquidate it perhaps lost forever, as the invader switches his main strength through the opening made in the vaunted "Atlantic Wall."

For the defender, as well as the invader, there are some unhappy choices to be made. As that early amphibian of Quebec, General Wolfe, said, "War is an option of difficulties"!

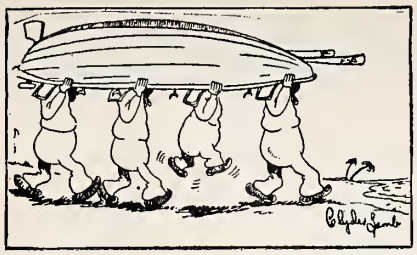
The pattern of attack for the invader is by now a familiar one. His bombers bombard the chosen area for hours, days, perhaps weeks before the attack, softening up its defenses and weakening communications to the rear. In the final hours, they must hurl their air strength against the coastal batteries, to diminish their fire potential to a point where they can do less damage to the landing. Minesweepers sweep a clear path for the invasion armada, starting early, reaching enemy territory under cover of darkness and working feverishly through the night. PT-boats and other light escort craft protect them against any prowling intruders. Marking buoys are set out to guide the various sections of the invasion armada.

The opening move, probably, will be a heavy naval bombardment, with naval guns from 4 to 16 inch working over the enemy to add the final touches to such of his batteries as can be reached from the sea, throwing a tremendous weight of explosive to shatter his defenses and kill or stun the defenders. Ships accustomed to firing at an enemy miles away now go in at close quarters. Rangers may raid key enemy batteries along the shore, to put them out of action if possible, or at least to so harass them as to make their fire ineffective.

Planes launch their attack on the beach areas and inland, strafing and bombing ahead of the assault waves, breaking up barbed wire and exploding minefields. Other planes go further inland against the enemy's rear communications, highways and railroads, smashing up his troop concentrations and tank units, making it difficult for him to move swiftly to the threatened area of the beachhead. Parachute landings on airfields and bridges further disrupt his defense, prepare way for airborne invaders.

Once the beachhead is obtained, it must be secured, then widened. You can't just "dig in"—you move, or die. Each wave must move on, to force the enemy back and make room for new waves. The enemy's mortars and artillery must be pushed out of range, so that he cannot interfere with reinforcements pouring in. A port must eventually be secured to permit landing of larger forces and equipment for the coming decisive battles inland

The Navy's part in this is increasingly great as modern warfare develops. To launch and maintain a successful invasion calls for supremacy in at least two of the three elements—sea and air—before success can be assured on the third, land. The



Star and Bull (USS Orion)

Navy must get the troops there, safeguard the convoys, reduce the coast defenses by bombardment, clear out the underwater obstacles, shepherd the landing craft, get them actually on to the beaches, set up the flow of seaborne equipment to proper points on the beach, back them up with fire support.

Speaking of this part of the European invasion, correspondent Ernie Pyle wrote: "The first crack in the beach defense finally was accomplished by terrific and wonderful naval gunfire which knocked out the big emplacements. They tell epic stories of destroyers that ran right up into shallow water and had it out point-blank with guns in those concrete emplacements ashore."

In addition, naval gun support goes inland with the troops, too, giving them aid against specific targets, coming to the rescue when a tight spot is encountered. Destroyers at Gela, in Sicily, were called on when advancing Nazi tanks threatened to wipe out the beachhead. As the Nazi tanks came rolling over a hill, they were met by withering fire from the 5-inch guns of the destroyers, directed by observers ashore. The attack was broken up before the Nazis knew what hit them.

Like other elements of "three-dimensional" war, this business of gunfire support is now three-sided, too. Land forces can get swift "artillery" support not only from ships but from planes. An infantry group in Normandy pinned down by murderous mortar fire signaled frantically for air support from planes above, and directed them to the enemy's locations, so that they could blast him out.

Strangely enough, modern amphibian warfare, with its landing and beaching craft, represents a remarkable contradiction of training and tradition for the Navy. For years Navy men have been taught to think that the clearest symbol of professional incompetence for a naval man was to run a ship aground. Now they are *taught* to do it as a profession.

And running big Navy ships right up against shore batteries is not exactly the normal procedure, either. You think of most naval shelling as being against an opponent out of sight over the horizon. But in the channel invasion, battleships, cruisers and destroyers were using practically point-blank fire against German shore defenses. Value of naval gunfire in such a situation, of course, is that it can deliver a tremendous weight of explosive power at terrific velocity, impelling armor-piercing projectiles with extreme accuracy on an almost flat trajectory. The demolition power of such gunfire has become an important—and sometimes decisive—part of invasion assault technique.

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One of the many jobs for Ranger or commando units is to get ashore and put the enemy's key gun batteries out of action before they are able to mess up the landing attempt. But at some points, the German batteries were mounted atop cliffs, or, worse yet, in the sides of cliffs, where it was difficult for naval guns to bring fire to bear on them.

At one point the Germans had a 155-mm. battery atop cliffs where it was ready to work havoc on the assault waves. They probably thought their position practically immune to attack—but the Rangers had thought up a new angle for just such a case as this. To help scale the cliffs, a correspondent reported, they had borrowed hydraulic fire ladders from the London Fire Department. To the top rung of the ladders, they lashed .30-caliber machine guns. And when they came up, they came up fast, and firing. The ancients with their scaling ladders would have been interested to see an old idea come through with such a new twist.

The idea of amphibious warfare may be as old as history, but the technique sees constant change and new developments. As an example of full cooperative warfare, using to the utmost all the power of all the military services, it is probably without parallel. It has worked in the Pacific, in the Mediterranean and in the Channel. It broke the Atlantic wall—and it doesn't expect to be stopped by the Pacific one.

DECORATIONS AND CITATIONS

Medal of Honor Awarded Posthumously To Two Marines for Heroism Against Japs

A Marine lieutenant who destroyed eight pill boxes at Tarawa before he was killed and a Marine private who sacrificed his life to save a comrade have been awarded the Medal of Honor.

First Lieut. William D. Hawkins, USMC, of El Paso, Tex., as commanding officer of a scout sniper platoon in the assault on Tarawa, repeatedly risked his life to direct and lead attacks on pillboxes and installations with grenades and demolitions. On the second day he personally led an assault on a position fortified with five Jap machine guns, firing point-blank into the loopholes and completing the destructions with grenades. Although seriously wounded in the chest during this skirmish, he continued to carry the fight to the enemy and destroyed three more pillboxes before he was mortally wounded.

Pfc. Henry Gurke, USMC, of Neche, N. Dak., and another marine were in a shallow two-man foxhole engaged in the defense of a vital road block near the initial landing point at Empress Augusta Bay when the Japanese started throwing hand grenades in their direction. As one grenade dropped squarely in the foxhole, Gurke, mindful that his companion could provide more effective resistance with the automatic weapon he was using, thrust him roughly aside and flung his own body over the missile to smother the explosion. He sacrificed himself that his comrade might carry on the fight.

For reasons of security, the deed for which a man receives a decoration very often cannot be fully described either in this section or in the actual citation which the man receives. There may accordingly be citations reported here which do not tell the whole story.

NAVY CROSS

★ Comdr. (then Lieut.) William L. Kabler, USN, Bristol, Va.: When a U. S. warship he commanded was attacked by 15 hostile planes of various types, he fought his ship with such skill that the crew was able to destroy one plane, damage others and frustrate the attack.

★ Lt. Comdr. Hubert M. Hayter, USN, Abingdon, Va. (posthumously): As damage control officer aboard the USS *New Orleans* in action against the Japanese off Savo Island, he directed the evacuation of all men when a torpedo hit exploded the magazine and gasoline storage. Although rapidly becoming affected by asphyxiating gas, he continued to direct evacuation and gave his own mask to an affected seaman. After clearing all compartments, he kept at his duties until overcome.

★ Lieut. Robert T. Johnson, USNR, Fredericktown, Ohio (missing in action): When his plane was summoned to the vicinity of a hostile blockade runner 2 January 1944 in the South Atlantic area, he gallantly fought his stricken plane, which was hit by withering antiaircraft fire almost immediately. He remained on the scene until a relief plane arrived, and his courageous action resulted in the destruction of a valuable enemy ship even though his own damaged plane plunged into the sea.

★ Edward C. Moore, GM2c, USNR, Spokane, Wash.: When the *LCI(L)1* broached in the surf during the invasion of Sicily, he operated his gun with such skill and efficiency despite perilous exposure that he succeeded in silencing at least one and possibly two machine-gun nests. He contributed immeasurably to the safe disembarkation of troops.

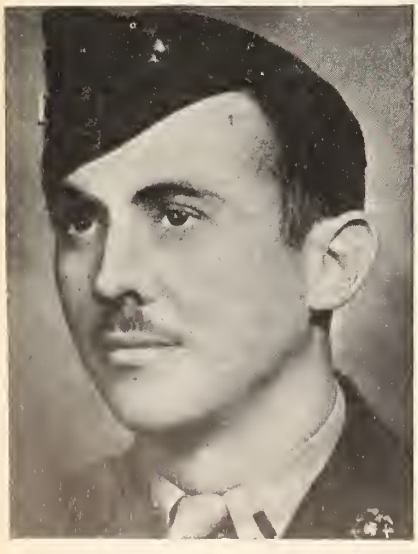
★ Charles B. Fletcher, Y2c, USNR, Alderson, W. Va.: Attached to the *LCI(L)5* during the invasion of Sicily, he determined the depth over sand bars by swimming toward the beach within hazardous range of shore batteries. He later risked his life under a deadly hail of machine-gun fire to bring several exhausted and helpless soldiers safely through the heavy surf.

★ James Dudley Barker, PhM2c, USNR, Medical Lake, Wash. (posthumously): Seriously wounded while disembarking on Tarawa, he refused medical aid for himself and, undaunted by a hail of machine-gun and mortar fire, steadfastly administered aid to comrades on the beach. He remained at his post even when urged to seek protection in a nearby dugout and was mortally wounded by an enemy sniper.

★ Earl L. Storms, PhM2c, USN, Gardena, Calif.: Serving with the 1st Marine Division on Cape Gloucester 14 January 1944, he constantly exposed himself to heavy fire to minister to 15 comrades wounded during a fierce encounter. His prompt and gallant actions undoubtedly saved many lives.

★ Finley A. Gordon, PhM3c, USN, Philadelphia, Pa. (posthumously): Attached to the 1st Marine Division during the desperate encounter at "Hill 150," Cape Gloucester, 10 January 1944, he constantly exposed himself to heavy fire while ministering to six injured marines. He continued his work until killed while aiding a mortally wounded officer.

★ James L. Lee Jr., PhM3c, USNR, Round Rock, Tex. (posthumously): Attached to a marine battalion during the battle of Piva Forks, Bougainville, he disregarded warnings that he faced certain death and braved heavy fire



First Lieut. William D. Hawkins



Official U. S. Marine Corps photographs

Pfc. Henry Gurke

in an attempt to reach an injured marine. Struck by bullets almost immediately, he dragged himself to the side of the wounded man and was administering first aid when both he and his patient were killed by machine-gun fire.

Gold Star In Lieu of Second

DISTINGUISHED SERVICE MEDAL

★ Vice Admiral Aubrey W. Fitch, USN, Washington, D. C.: In a post of great responsibility as Commander Aircraft, South Pacific Force from 21 September 1942 to 15 April 1944, he overcame tremendous obstacles in the early phase of offensive operations and skillfully coordinated Navy, Marine Corps, Army and New Zealand air units.

★ Vice Admiral Marc A. Mitscher, USN, Oklahoma City, Okla.: As commanding officer of the Carrier Force, Central Pacific Force, during operations against the Marshalls and Truk and Tinian-Saipan Islands in January nd February 1944, he skillfully prevented enemy aircraft from interfering with our invasion forces. Although intercepted by Jap planes prior to the assault on Tinian-Saipan, he pressed home his attack and inflicted heavy damage.

DISTINGUISHED SERVICE MEDAL

★ Vice Admiral Arthur B. Cook, USN, Evansville, Ind.: As Commander Carribbean Sea Frontier and Commandant Tenth Naval District, he exercised highest qualities of leadership, judgment and initiative throughout a vitally important period and contributed materially to the successful prosecution of the war.

★ Rear Admiral Daniel E. Barbey, USN, Portland, Oreg.: As commander of Amphibious Forces, 7th Fleet, from 8 January 1943 to 12 May 1944, he skillfully developed an organization of men and material untried in battle. Working in closest cooperation with Army commanders, he contributed immeasurably to the success of the campaigns in New Britain, New Guinea and the Admiralties.

★ Rear Admiral Richard L. Conolly, USN, Waukegan, Ill.: In a duty of great responsibility as commander of a naval attack against Kwajalein Atoll, he showed brilliant initiative and sound judgment in directing training and preparation of troops and ships and in formulating plans for the assault.

★ Rear Admiral Charles A. Pownall, USN, Tyrone, Pa.: As task force commander of the Central Pacific Force during the seizure of the Gilbert Islands and a raid on the Marshall Islands he interposed the task group under his command between our forces and enemy bases, repeatedly bombing enemy installations and maintaining control of the air throughout the entire operation. He later directed vigorous assaults which culminated in the successful completion of our operations.

Gold Star in Lieu of Second

LEGION OF MERIT

★ Capt. Mays L. Lewis, USN, Norfolk, Va.: As liaison officer with the U. S. 5th Army during the invasion of Salerno and advanced landings at Anzio, he tactfully coordinated complex plans involving joint participation by the Allied forces ashore and afloat. He also developed the plan for the advance landings of ground units behind hostile lines.

★ Comdr. John A. Glick, USN, Winchester, N. H.: Commanding the USS *Bristol* during the assault on Salerno, he delivered accurate and decisive gunfire in support of landing operations. Though the *Bristol* suffered continuous pounding from enemy batteries, he fought the ship dauntlessly and contributed materially to the success of our operations.

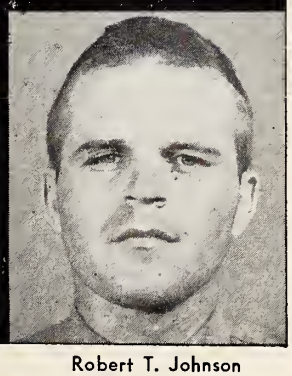
NAVY CROSS AWARDS



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GM2c, USNR



Charles B. Fletcher
Y2c, USNR



Earl L. Storms
PhM2c, USN

Photographs not available of Lt. Comdr. Hubert M. Hayter, James D. Barker, Finley A. Gordon and James L. Lee Jr. Report of citation of Commander Gould appeared in May issue of Information Bulletin.

LEGION OF MERIT

★ Rear Admiral Augustin T. Beauregard, USN (Ret., inactive), Coronado, Calif.: As Chief of the Naval Mission to Brazil and Commandant NOB, Rio de Janeiro, from 1 December 1942 to 8 May 1943, he achieved a closer and more effective relationship between the two countries through his understanding of the people and language of Brazil and his sound diplomatic policy.

★ Rear Admiral Henry S. Kendall, USN, Washington, D. C.: Commanding a fleet air wing from August 1942 to February 1944 in the Solomons area, he provided efficient air searches, rescue missions and offensive actions against the Japanese on Bougainville, Rabaul and other targets. He was largely responsible for the safety of Allied shipping in the South Pacific area.

★ Rear Admiral Edward J. Marquart, USN (Ret., inactive), Pasadena, Calif.: As Commandant Navy Yard, New York, and Commandant Third Naval District from June 1941 to May 1943, he displayed sound judgment, brilliant leadership and inspiring initiative through a vitally important period.

★ Capt. Charles W. Harwood, USCG, Nashua, N. H.: As commander of a naval task force group and command-



Official U. S. Navy photograph

ADMIRAL NIMITZ HONORED BY CONGRESS: For his masterful conduct of naval warfare in the Pacific, Admiral Chester W. Nimitz, USN, Commander-in-Chief of the Pacific Fleet and Pacific Ocean Areas, has been awarded a second Distinguished Service Medal. He is shown here being congratulated by Admiral Ernest J. King, USN, Commander-in-Chief of the U. S. Fleet, as Mrs. Nimitz, Admiral William F. Halsey Jr., USN, then Commander South Pacific Force and South Pacific Areas, and Mary Nimitz, the admiral's 13-year-old daughter, look on. The decoration was bestowed by special act of Congress.

LEGION OF MERIT cont.

ing officer of the USS *Joseph T. Dickman* during the assault on Sicily, he was instrumental in landing and supporting assault battalions directly on enemy-held beaches fronting Cela. His thorough indoctrination of the forces under his command and his relentless determination in the face of desperate enemy resistance contributed materially to the success of the invasion.

★ Col. Edward S. Johnston, USA: As deputy chief of staff to an amphibious force commander during the invasion of French Morocco he organized the military component of a joint staff and achieved a high degree of efficiency for exercise of command over complex operations.

★ Capt. Heber H. McLean, USN, Llano, Tex.: As commander of a submarine division, operations officer and chief of staff of a task force from August 1942 to December 1943, he exercised outstanding skill in preparation of operations and coordinated the efforts of numerous units of the Allied commands.

★ Comdr. Sherman W. Betts, USN, Baldwin, N. Y.: As aerological officer and assistant planning officer on the staff of a commander amphibious force from June 1943 to January 1944, he rendered invaluable services during the execution of operations against Woodlark-Kiriwina, Lae, Finschafen, Arawe, Cape Gloucester and Saidor. On one occasion he carried out a hazardous scouting assignment and obtained vital information.

★ Albert F. Unkenholz, CCM, USNR, Brooklyn, N. Y.; Charles W. Woodmancy, CM1c, USNR, Cranston, R. I.; Thomas L. Coakley, BM2c, USNR, Madison, N. J., and William K. Parrish, S2c, USNR, Richmond, Va.: Members of a pontoon causeway crew that rescued 90 survivors of the USS *LST 158* when that vessel was bombed during the invasion of Sicily, they unhesitatingly risked their lives by repeated trips in an amphibious truck to survivors struggling in the water near the burning, exploding ship.



SILVER STAR MEDAL

★ Comdr. Gordon M. Bruce, (MC) USNR, Englewood, N. J.: Commanding a medical battalion during the landings at Bougainville, he made his way along 5,000 yards of beach exposed to heavy fire to aid troops at Cape Torokina, where medical facilities were overtaxed. He entered the aid station and assumed vital duties even while it was being persistently machine gunned.

★ Lt. Comdr. Edward C. Thompson Jr., USCG, Norfolk, Va.: Although forced to maintain fire silence in order to support a surprise attack during the invasion of Sicily, he kept his patrol craft at a hazardous anchorage 3,000 yards off shore and continued to provide vital signals to direct the landing craft, despite constant exposure to hostile searchlights and imminent danger of enemy fire. His devotion to duty contributed materially to the success of our assault forces.

★ Ens. John G. Donnell, USNR, Portland, Oreg.: (posthumously): In charge of a scout boat unit during the advanced landings at Anzio, he operated in dangerous waters and under continual enemy fire. Experienced in three previous amphibious landings, he accurately directed the initial boat waves to their assigned landing points.

★ Boatswain Thomas C. Chezik, USN, Seattle, Wash.: Attached to the USS *LST 379* during the invasion of Sicily, he directed a battle against flames which swept his ship when hostile bullets and bombs punctured gasoline tanks. Remaining in a spreading pool of gasoline, he contributed greatly to the safety of the ship during the hazardous assignment.

★ Matthew J. Carr, CSM, USN, Brooklyn, N. Y.: Throughout hazardous war patrols of a U. S. submarine in enemy waters, he performed his duties as helmsman with expert skill and tireless efficiency. He was first to sight and report a large enemy freighter and enabled his ship to approach undetected and destroy the hostile ship.

★ Eino Karkkianen, CWT, USNR, Chicago, Ill.: When the USS *Beatty* was sunk by enemy aircraft in the Central Mediterranean 6 November 1943 and the engineering and lower deck compartments flooded, he risked his life to lead a party of men into the forward fire room and worked for over an hour and a half in an attempt to raise steam and restore power.

★ Clifford B. Barnhill, CM1c, USN, Bremerton, Wash.; Russell B. Barringer, SF1c, USN, New Edinburg, Ark., and Harold W. Stineman, F1c, USN, Cleveland, Ohio: Members of a fire and rescue party during the assault on Sicily, they courageously boarded the fire-swept *LST 158* despite continuous explosions of ammunition and gasoline. They assisted in removing a helplessly wounded Army officer and evacuating him to safety.

★ Joe E. Dodd, MoMM1c, USNR, Willis, Okla.: Norman L. Bowers, S1c, USNR, Baltimore, Md., and Julian A. Maynor Jr., S1c, USNR, Tampa, Fla.: Crew members in a landing craft from the USS *LST 332* during the assault on Sicily, they worked desperately, heedless of enemy fire, to clear and save the craft when it grounded on the rocks. Later they carried remaining dry ammunition and ordnance ashore through the surf and enemy fire.

★ Alvin K. Anderson, BM2c, USCG, Chicago, Ill.: As coxswain of a boat during the amphibious assault on Salerno, he proceeded through enemy-mined waters to an assigned position close off shore. He maintained his station for three hours under sustained enemy fire while an accurate range was lighted, and assisted in guiding the assault waves to the heavily defended beach.



Official U. S. Navy photograph

ADMIRAL GIFFEN HONORED: Vice Admiral (then Rear Admiral) Robert C. Giffen, USN, of Annapolis, Md., received a Gold Star in lieu of a second Distinguished Service Medal recently for his part in the capture of Makin and Kwajalein Atolls. He is now Commander Caribbean Sea Frontier.

★ Marvin L. Berry, PhM2c, USN, Grand Saline, Tex.: Attached to a Marine battalion during the battle of Piva Forks, Bougainville, he gallantly remained to care for wounded although ordered to evacuate to a place of safety. He cared for 19 injured men and removed them to protected positions despite enemy barrages. He later voluntarily proceeded beyond the front lines to minister to and evacuate seven injured men.

★ Joseph R. Cardin, PhM2c, USN, Springfield, Mass. (posthumously): With a Marine rifle battalion during the attack against Piva Forks, Bougainville, he proceeded beyond his own lines when severe enemy fire killed or wounded many marines. Endeavoring to assist two wounded men lying in the fire lane of an enemy machine gun, he was struck down when attempting to evacuate them.

★ Jacques A. Walthall, PhM2c, USNR, Birmingham, Ala.: Serving with a Marine battalion in the battle of Piva Forks, Bougainville, he fearlessly advanced beyond the lines to assist men wounded in battle. Although seriously wounded himself, he crawled through 500 yards of swamp to procure medical aid for his wounded comrades.

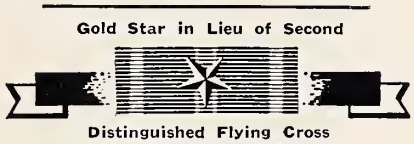
★ John A. Zielinski, SF2c, USNR, Plymouth, Pa., and Robert E. Jansen, SM3c, USNR, Pittsfield, Mass.: As crew members in the USS *LST 379* during the assault on Sicily, they succeeded with their shipmates in checking the blaze which swept the ship when enemy bombs and bullets punctured gasoline tanks. They rushed firefighting apparatus to the scene with courageous disregard of their own danger from the spreading flames.

★ Sidney J. Fitzgerald Jr., PhM3c, USN, Palmerdale, Ala.: With no thought for his own life, he braved intense enemy fire to treat casualties suffered by his battalion in action against the Japanese on Guadalcanal 13-17 September 1942.

★ John E. Hardy, PhM3c, USNR, Tucson, Ariz. (posthumously): Attached to the 2d Marine Division during the landing on Tarawa, he was severely injured while disembarking. Subjected to intense enemy fire he rescued four comrades from the water and carried on valiantly for more than five hours until killed by a Japanese grenade.

★ Lee E. Aucoin, S1c, USNR, Eunice, La. (posthumously): Coxswain of a landing craft in the first assault wave on Cape Gloucester, he successfully beached his craft without casualties. Subjected to savage aircraft attack as his LST was leaving, he ran aft to man the machine gun and was instantly killed by bomb fragments.

★ Joseph E. Garnier, S2c, USNR, Lewiston, Me. (posthumously): Serving in the USS *Skill* during an attack by an enemy submarine off Salerno, he was thrown clear of the ship when a torpedo struck. He unhesitatingly swam back to the burning vessel and rendered every possible aid to the men abandoning ship. While attempting to reach safety, he was killed by an underwater explosion.



★ Lt. Comdr. Edward H. O'Hare, USN, St. Louis, Mo. (missing in action): Sighting three hostile fighters south of Wake Island 5 October 1943, he singlehandedly destroyed one while his unit accounted for the other two. He pursued the planes to the island where two twin-engined bombers and a fourth fighter were destroyed on the ground. He encountered a third bomber and crippled it, a plane of his unit completing the destruction.



★ Lt. (jg) Frank F. Hare, USNR, Philadelphia, Pa. (posthumously): Sighting a surfaced hostile submarine he made a daring strike in the face of persistent antiaircraft fire and pressed home his attack until the submarine was undoubtedly damaged before he himself was fatally wounded.

★ Lt. (jg) Ernest E. Jackson, USNR, Covina, Calif. (posthumously): Piloting a fighter plane against an enemy submarine in the Atlantic, he relentlessly strafed the surfaced ship and assisted a torpedo bomber to press home a successful depth bomb attack. He continued to work in close coordination with the bomber until all his ammunition was expended.

★ Ens. James A. Warren, USNR, Sparta, Mich. (missing in action): Piloting a combat plane against the Japanese in the Solomons area, he on one occasion destroyed an enemy plane after attacking a hostile group and later shot down two Japanese dive bombers which threatened our vessels. He carried out many hazardous missions from 31 August to 23 December 1943.

★ Harry E. Mackey Jr., AMM2c, USNR, Indianapolis, Ind. (posthumously): As plane captain of a patrol plane during an antisubmarine sweep, he deliberately and coolly directed the orderly parachuting of the crew when the plane was forced down at sea. He placed himself in the position of the last man to jump. His calm judgment contributed materially to the saving of several lives.

★ Earl J. Gibson, ARM3c, USNR, Amherstdale, W. Va. (posthumously): Serving in a patrol plane during an attack on an enemy submarine, he coolly and courageously operated his camera in the face of withering antiaircraft fire from a surfaced sub to photograph the engagement. He remained steadfastly at his hazardous post until mortally wounded.



Official U. S. Navy photograph

LED TASK FORCE: A Gold Star in lieu of a second Distinguished Service Medal has been awarded Commodore (then Capt.) James Fife Jr., USN, for outstanding service as a submarine squadron commander and commander of a task force from 29 July 1942 until 15 March 1944.



Official U. S. Navy photograph

HELPED PLAN INVASIONS: The Distinguished Service Medal has been awarded Rear Admiral Harry W. Hill, USN, of Oakland, Calif., for his brilliant leadership in preparing troops and ships, and formulating plans for the operations against Tarawa, Eniwetok, Apamama and Majuro Atolls. He was in command of naval attack forces prior to and during those operations from 19 September 1943 until 12 March 1944.

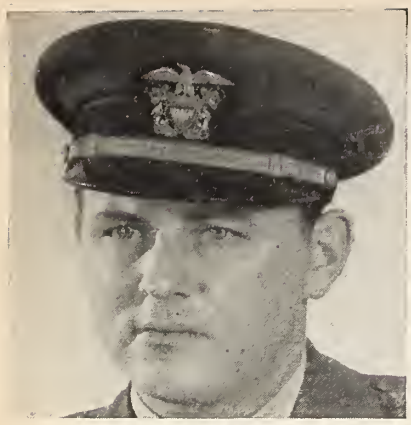
Chilean Naval Attache Awarded Legion of Merit

Capt. Immanuel Holger, former Chilean naval attache in Washington, recently was presented the Legion of Merit (Degree of Officer) by Assistant Secretary of the Navy Ralph A. Bard.



Captain Holger

The citation stated that Captain Holger, by his wholehearted cooperation and untiring efforts, vitally strengthened the understanding and friendship between his country and the U. S. during a period of great activity.



Official U. S. Navy photograph

CITED FOR DOWNING P-36: Lt. (jg) Marvin J. Franger, USNR, of Tivoli, Tex., won the Silver Star Medal for shooting down an American-built P-36 (single-motored Curtiss Hawk fighter plane now out of production) over Africa. It was a plane purchased from us in 1936 by the Nazis and used against us seven years later.

NAVY AND MARINE CORPS MEDAL

★ Rear Admiral (then Capt.) Philip B. Eaton, USCG, Washington, D. C.: Following a train wreck near Dickerson, Md., on 24 September 1942, he crawled on his hands and knees beneath a mass of heavy pipes and carried an injured man to safety on his back. Then, returning with a comrade, he repeated this courageous action until all who were not inextricably pinned in the wreckage were brought out.

★ Lieut. Roy M. Hutchins Jr., USCG, Coral Gables, Fla.: Serving in the Coast Guard cutter *Algonquin* during the rescue of survivors from the wrecked SS *Svend Foyne* near Greenland on 21 March 1943, he climbed over the side of his vessel and descended the cargo net to the survivors' lifeboat. He tied lines around two of the boat's exhausted occupants and assisted in hauling them onto the *Algonquin*, despite rough seas which swamped and tossed the lifeboat.

★ Lt. (jg) Richard L. Fuller, USCG, Lancaster, Mass.: While assisting in the rescue of Army and Coast Guard personnel stranded on the Greenland Ice Cap from 4 December 1942 to 8 May 1943, he and four men voluntered to remain at the Comanche Bay beachhead station, despite intense cold, high winds and treacherous ice. Pushing over the ice cap within six miles of the marooned aviators, he was compelled to turn back when confronted with impassable crevasses. After he had made several valiant attemps to reach the flyers, his feet were frozen and he was forced to return to his station.

★ Frank A. Anderson, GM1c, USNR, Concord, Mass. (missing in action): Standing in water up to his waist during the sinking of his ship 6 January 1944, he set all depth charges on safety, with utter diregard of his own life, to prevent the possibility of underwater explosions.

★ Richard J. Cariens, MM1c, USCGR, Horton, Kans.: Following an explosion aboard an Army aircraft rescue boat at a dock, he unhesitatingly boarded the rescue boat, located and repaired a ruptured fuel line. He probably prevented another explosion of high-octane gasoline, which would have endangered port installations and vessels docked in the vicinity (22 September 1943).

★ Ronald C. Bradley, MoMM2c, USNR, Oak Park, Ill.; Everett Barton, WT3c, USNR, Orient, Ill.; John S. E. Bowling, F1c, USNR, Bluefield, W. Va. (honorably discharged); Charles F. Linkswiler, MoMM2c, USNR, Canton, Ohio, and Lowry D. Cozart Jr., Cox., USN, Nashville, Tenn.: When the forward falls of the USS *LST 379* carried away as the assault boat was entered in the water during the attack on Sicily, they unhesitatingly dived into the treacherous sea to rescue members of the crew and Army personnel. They handled life rafts so skillfully that a number of men were returned to safety.

★ Odell I. Bradshaw, MoMM3c, USCGR, Fort Worth, Tex.: Hearing the cries of a seaman who was drowning in the Altamaha River, in Georgia, on 28 May 1943, he removed his clothes and plunged into the treacherous and swift current. He reached the exhausted seaman, who had gone down once, and carried him safely back to shore.

★ Jack W. Frost, Cox., USNR, Chico, Calif.: Participating in the rescue of survivors of the USS *Maddox* during the invasion of Sicily, he swam 50 yards through dangerous surf in a gallant but futile attempt to recover the body of the destroyed ship's commanding officer.

★ Herman H. Kramm, GM3c, USCGR, Albany, N. Y.: During the rescue of survivors from the USS *Plymouth*, he and several comrades volunteered to man a small boat and go to the aid of several survivors floating helplessly downwind in the turbulent seas. Although the boat was half swamped in launching by the heavy rolling of his vessel, he worked tirelessly to keep the boat from being smashed or flooded and assisted in picking up several survivors from the shark-infested waters.

★ Robert L. Magee, C1c, USN, Lindenhurst, N. Y. (posthumously): When the compartment of a U. S. warship in which he was working with several comrades filled with carbon dioxide gas, 8 November 1943, he unhesitatingly reentered the room after escaping and effected the rescue of a shipmate who had been overcome. He collapsed at the foot of the ladder after evacuating the stricken man.



Official U. S. Navy photograph

QUARTERMASTER CITED: Dale E. Woods, QM1c, USN, receives the Silver Star Medal from Lt. Comdr. C. D. Simonsen, USN, commander of Utility Squadron 13. Although suffering from a fractured foot and a severely sprained back, Woods remained at his station after his ship was torpedoed and successfully assisted in centering the rudder, thereby permitting the ship to be steered by the engines.

Bronze Star Medal

★ Lt. (jg) Derrill E. Harlan, USNR, Lincoln, Neb.: Commanding the Armed Guard crew when his ship was attacked by enemy aircraft in the Mediterranean, he directed steady fire which destroyed three hostile craft even after a torpedo hit had stunned many of the battery personnel. Although the enemy flew close to the water through the column of ships, his

Two Cruiser COs Decorated by Army

The Oak Leaf Cluster in lieu of a third Legion of Merit has been awarded by the U. S. Army to Rear Admiral Leo H. Thebaud, USN, of Madison, N. J., and Capt. Paul Hendren, USN, of Chapel Hill, N. C., for their support of the 7th Army during the invasion of Sicily.



Admiral Thebaud

Admiral (then Captain) Theband, as commanding officer of the USS *Boise*, played an important part in the planning and execution of the amphibious landings behind enemy lines and directed naval gunfire in support of the advancing 7th Army.

As commanding officer of the USS *Philadelphia*, Captain Hendren employed his ship's battery in support of Army amphibious operations. His skill and seamanship were important factors in the success of the initial landing operations and the rapid advance of the 7th Army towards Messina.



Captain Hendren

strict fire control prevented any of the ships being hit by his fire.

★ Lewis V. Barbarick Jr., CPhM, USN, San Angelo, Tex.; Walter T. Goldie, CPhM, USN, Detroit, Mich., and Ralph K. Parker, AS, USN, Fort Meade, Fla.: When taken from the oily waters surrounding their bombed and torpedoed ship USS *Yorktown* during the Battle of Midway, they immediately reported to the medical officer in charge and, taking no time for rest or food, worked among the hundreds of survivors for a period of 18 hours.

Gold Star in Lieu of Second



AIR MEDAL

★ Donald W. Carpenter, AMM3c, USN, Grand Rapids, Mich. (missing in action): When his plane attacked a blockade runner in the South Atlantic 2 January 1944, he skillfully and courageously performed his duties until arrival of a relief plane. On the return journey his own damaged aircraft plunged into the sea.

★ Edward J. Fisher, AOM3c, USNR, Buffalo, N. Y. (missing in action): As crew member of a bombing plane summoned to the vicinity of an enemy blockade runner and hit instantly by a barrage of antiaircraft, he performed his duties courageously throughout a vicious counterattack. On return course his badly damaged plane plunged into the sea with all hands.



AIR MEDAL

★ Lieut. William E. Fitch, USNR, Somerville, Mass. (missing in action): As division leader of Bombing Squadron 16 during operations against Mille and Kwajalein, he led his division through heavy fire to destroy one building and damage another. He also divebombed a hostile vessel and left it in flames.



Official U. S. Coast Guard photograph

GRENADE TOSSER: Arthur A. Arnold, S1c, USCG, of New Alexandria, Va., receives the Silver Star Medal from Comdr. Lawrence W. Snell, USNR, for hurling hand grenades that silenced two German machine-gun nests during the invasion at Gela, Sicily. When his landing craft was swept by machine-gun fire, Arnold stood up and accurately blasted the two nests, permitting troops from his Coast Guard barge to land.



Official U. S. Navy photograph

TEAMWORK SINKS SUB: Three Navy flyers, who teamed up to deliver the death blow to a U-boat in the Atlantic, recently received the Air Medal from Vice Admiral Patrick N. L. Bellinger, USN, Commander Air Forces, Atlantic Fleet. From left to right are Admiral Bellinger, Lieut. Harold G. Bradshaw, USN, of Salt Lake City, Utah; Lt. (jg) James E. Ogle III, USNR, of Johnstown, Pa., and Lt. (jg) Marshall E. Burstad, USNR, of Rolfe, Ia.

★ Lt. (jg) John O. Benton, USNR, Wooster, Ohio (posthumously): During periods of intense operations at Tarawa and Wake Island, he pressed home vigorous, determined attacks and inflicted severe damage on installations, enemy personnel, grounded planes and small craft in the areas attacked.

★ Lt. (jg) Paul K. Conrath, USNR, Marietta, Ohio (missing in action): Attached to an air attack group in action against Wake Island and at Tarawa, he took part in numerous bombings and strafing raids. At Tarawa he inflicted devastating damage on installations and provided efficient protection for ground troops.

★ Lt. (jg) Edward L. Heacock, USNR, Wyncote, Pa. (missing in action): As fighter pilot during operations against the Gilbert and Marshall Islands, he fought his plane with exceptional skill and contributed to the annihilation of 10 hostile fighters and two bombers. He destroyed another plane before being shot down by three enemy planes.

★ Lt. (jg) Charles C. Hoover, USNR, Foley, Ala. (posthumously) and Lt. (jg) Donald C. Kane, USNR, Chicago, Ill. (missing in action): During a period of intense offensive operations against the Japanese at Bougainville, in November 1943, they assisted in the protection of an important task force. Later they pressed home determined, aggressive attacks on enemy bases at Tarawa in the face of heavy enemy fire.

★ Lt. (jg) Stephen D. Wright, USNR, Philadelphia, Pa. (missing in action): During intense air operations against Wake Island and Tarawa, he attacked many enemy bases in the face of heavy antiaircraft fire and inflicted severe damage on hostile shore installations, small craft and grounded planes in the target areas.

★ Ens. Eugene Bowers, USNR, Chehalis, Wash. (missing in action): As navigator of a bombing plane in the South Atlantic 2 January 1944, he engaged a blockade runner and held down the enemy ship until relief planes arrived. His own plane was hit and damaged and on the return course plunged into the sea with all hands.

★ Ens. John D. Cowan, USNR, Mineola, Tex. (missing in action): Piloting a bomber in the South Atlantic area 2 January 1944, he braved antiaircraft fire to hold down a blockade runner until a relief plane arrived. His own plane was hit and on the return jour-



Official U. S. Navy photograph

CPO HONORED: The Navy and Marine Corps Medal was awarded recently to William J. Ward, CPhM, USN, of Dallas, Tex., for heroic conduct aboard the USS Neosho during the Coral Sea battle.

AIR MEDAL cont.

ney the damaged craft plunged into the sea.

★ Ens. Robert E. Kaap, USNR, Milwaukee, Wis. (missing in action): As assistant engineering officer of a fighting squadron in action against the Japanese at Wake Island 5-6 October 1943, he made numerous strafing runs despite unfavorable weather conditions. He shot down one attacking plane and assisted in silencing machine-gun and antiaircraft positions.

★ Ens. James H. Wells, USNR, Batavia, N. Y. (missing in action): Copilot of a plane called to the vicinity of an enemy blockade runner in the South Atlantic and immediately hit by withering antiaircraft fire, he steadfastly remained in the perilous zone until a relief plane arrived. Although his damaged plane ultimately crashed into the sea, his courageous action contributed to the destruction of a valuable enemy ship.

★ Ens. Melvin E. Wold, USNR, Eureka, Calif. (missing in action); Piloting a fighter plane against the Japanese in the Solomons area, he flew numerous combat missions and personally destroyed a divebomber attempting to attack our ships.

★ Donald M. Betts, ARM1c, USNR, Charles City, Iowa (missing in action): As radio-gunner in a divebomber attacking the strongly fortified Rabaul harbor 5 November 1943, he skillfully and courageously manned his guns and pressed home vigorous attacks in an operation which prevented the enemy from launching a major counteroffensive during our subsequent occupation of Bougainville.



Official U. S. Navy photograph

BLASTED JAP SHIPPING: Lt. (jg) Richard R. Harding, USNR, of Lexington, Mass., received the Air Medal recently for penetrating thick antiaircraft fire and making accurate attacks on Jap shore installations and shipping. He also participated in an attack in which four Japanese destroyers were sunk and a cruiser damaged.

★ John J. Gamel, AOM1c, USN, Kenett, Mo. (posthumously): Attacking Japanese forces at Wake Island 5-6 October 1943 and at Tarawa, he skillfully performed essential duties in the face of heavy antiaircraft fire and greatly assisted in the destruction of grounded aircraft, fuel dumps, ammunition depots and in the complete devastation of above-ground installations at Tarawa.

★ Charles A. Chalman, AMM2c, USN, Rockford, Ill. (missing in action): During the air assault against Wake Island 5-6 October and the assault on Tarawa, he performed his duties as combat crewman with efficiency and greatly assisted in the destruction of grounded aircraft, fuel and ammunition dumps and installations.

★ Charles R. Holden, ARM2c, USN, Ft. Worth, Tex. (posthumously): Radioman of a patrol plane in the Solomons area from 10 August to 5 September 1943, he participated in the bombing of many enemy units, including one destroyer, and assisted in damaging or sinking numerous barges and ships in the face of shattering antiaircraft fire.

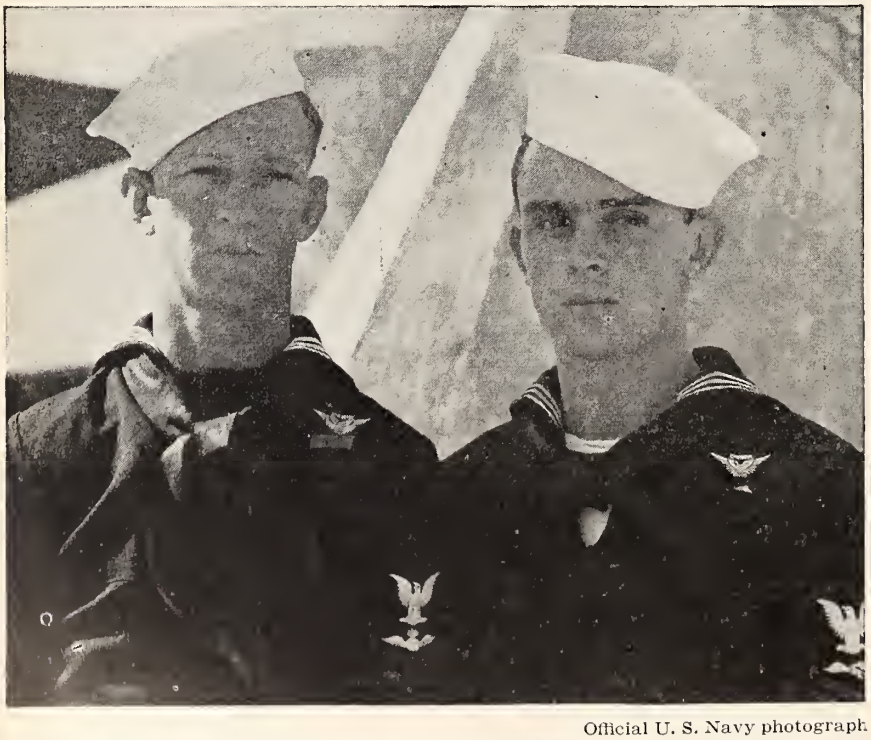
★ Myles C. James, ARM2c, USNR, Joplin, Mo., (posthumously): As radio gunner of a dive bomber during a raid on Rabaul, 5 November 1943, he skillfully and courageously pressed home vigorous strafing attacks when his plane dived into a hail of fire. He inflicted heavy damage before he was fatally wounded.

★ Gordon H. Marshall, ARM2c, USNR, East Orange, N. J. (missing in action): Applying his skill under extremely difficult conditions during a raid on Marcus Island, 1 September 1943, his conscientious devotion to duty, presence of mind and disregard of his own safety contributed to the infliction of severe damage on the enemy.

★ Donald W. Carpenter, AMM3c, USN, Grand Rapids, Mich. (missing in action): As waist gunner in a bomber when a submarine was sighted in the South Atlantic, he fired with precision and excellent timing and contributed materially to the sinking of the hostile submarine.

★ Edward J. Fisher, AOM3c, USNR, Buffalo, N. Y. (missing in action): When an enemy submarine was sighted in the South Atlantic area and his patrol plane maneuvered to attack, he manned his gun and fired with accuracy and excellent timing, contributing materially to the sinking of the vessel.

★ George E. Roper, S2c, USNR, Social Circle, Ga. (missing in action): Serving in a bombing plane attacking an enemy blockade runner in the South Atlantic 2 January 1944, he performed his duties with courage and efficiency until a relief plane arrived. On the return course, his own damaged plane plunged into the sea with all hands.



Official U. S. Navy photograph

HAD GRANDSTAND SEAT: When their Grumman Avenger torpedo bomber was shot down in the 11 November 1943 raid on Rabaul, these two enlisted men sat in a rubber raft and watched 55 Jap planes being blasted from the air by planes from our task force. They won the Air Medal for their part in this and other Pacific actions. They are A. J. Myers, AOM2c, USNR, (left) of Alvarado, Tex., and J. W. G. Estes, ARM1c, USNR, of Bruce, Miss.

USS Sailfish Wins Unit Citation

For sinking four important Japanese ships from strongly escorted convoys, the submarine USS *Sailfish* has been awarded the Presidential Unit Citation. During her 10th war patrol the *Sailfish* struck at enemy convoys with accuracy and determination in Japanese-controlled waters. Besides sinking four vessels, she inflicted heavy damage on another.

BuPers
POSTING MATTERS OF PARTICULAR INTEREST AND IMPORTANCE TO NAVAL PERSONNEL
BULLETIN BOARD

HOW AND WHEN YOU MAY VOTE (VIII)

The following language of the Secretary of the Navy, James Forrestal, states clearly and succinctly the policy of the Navy Department in the matter of serviceman voting:

"To facilitate voting by the armed forces, members of the merchant marine, and certain civilians, attached to and serving with the armed forces, the Congress of the United States has passed Public Law 277—78th Congress.

"Voting is the sacred privilege of a citizen in a democracy. The policy of the Department is to give maximum assistance to Navy, Marine Corps, Coast Guard and certain members of the merchant marine, and to members of the American Red Cross, the Society of Friends, the Women Air Force Service Pilots, and United Service Organizations, who are attached to and serving with the armed forces of the United States, in the exercise of their voting privilege, whenever practicable and compatible with military operations.

"Every individual concerned with the administration of the law shall take all necessary steps to prevent fraud, to protect voters against coercion of any sort, and to safeguard the integrity and secrecy of ballots."

In order to place this policy in effect the Secretary of the Navy has established within the Office of the Secretary of the Navy a War Ballot Office. In charge of this office is the War Ballot Officer, who acts as the personal representative of the Secretary of the Navy and is responsible for the supervision of the Navy Department's War Ballot Program. In addition to the appointment of assistants to the War Ballot Officer, officers from the Marine Corps and Coast Guard have been assigned to assist in the coordination of the War Ballot Program in all branches of the naval service.

Careful supervision and direction of the War Ballot Program in all naval activities is being made possible by the appointment of a limited number of war ballot supervisors assigned to cover specified areas of naval activities, to visit each major command and as many commands of lower echelon as time permits. These authoritative field representatives of the War Ballot Office will provide assistance in the organization and administration of the War Ballot Program to the several command voting supervisors, now designated as the personal representatives of their respective area, fleet commanders and district commandants (SecNav dispatch 251342/May).

In turn, it has been further directed that individual assistance be given to every prospective serviceman voter who wishes such assistance by providing that commanding officers of all naval units designate a voting officer and such assistants as may be required to aid eligible personnel to cast their votes in all forthcoming primaries and elections (Alnav 96-44).

Information on voting procedures in the primary elections of the several states has been published monthly in the INFORMATION BULLETIN since 1 Dec. 1943. Similar articles appeared

IF YOU LIVE IN ANY OF THE STATES OR TERRITORIES LISTED THIS INFORMATION ON VOTING IS OF INTEREST TO YOU

State or Territory	Primary date or Election date	Earliest date State will receive serviceman's application for regular state absentee ballot covering all offices to be voted on	Latest date application for ballot will be received	Date on or before which executed ballot must be received back in order to be counted
Alaska[1]	12 Sept.	3 Aug.	9 Sept.	9 Sept.
*Arizona	18 July	At any time	15 July	18 July
Arkansas	25 July 8 Aug.	At any time At any time	No time limit No time limit	25 July 8 Aug.
Colorado	12 Sept.	21 Aug.	No time limit	9 Sept.
Hawaii	7 Oct.	No provision for absentee servicemen voting.		
Kansas	1 Aug.	At any time	No time limit	31 July
Kentucky	5 Aug.	Pending the set-up of voting procedures, information is unavailable.		
*Louisiana	12 Sept. 17 Oct.	At any time At any time	No time limit No time limit	11 Sept. 16 Oct.
Maine[2]	11 Sept.	At any time	No time limit	11 Sept.
*Mississippi	4 July 29 Aug.	At any time At any time	No time limit No time limit	4 July 29 Aug.
Mo.	1 Aug.	At any time	31 July	2 Aug.
*Montana	18 July	At any time	No time limit	18 July
Nevada	5 Sept.	At any time	2 Sept.	5 Sept.
New York	1 Aug.	No provision for absentee servicemen voting in primary.		
*South Carolina	25 July 22 Aug.	At any time At any time	No time limit No time limit	25 July 22 Aug.
*Texas	22 July 26 Aug.	At any time At any time	19 July 23 Aug.	19 July 23 Aug.
Utah	11 July 15 Aug.	At any time At any time	6 July 10 July	11 July 15 Aug.
Vermont	8 Aug.	At any time	4 Aug.	8 Aug.
Virginia	1 Aug.	At any time	No time limit	25 July
Wisconsin	15 Aug.	At any time	No time limit	15 Aug.
Wyoming	18 July	1 July	No time limit	18 July

[1]On 12 September, Territory of Alaska will hold its territorial election.

[2]On 11 September, Maine will hold general election for representatives in Congress and state and local offices.

*Serviceman must take special steps, other than mailing postcard and executing state absentee ballot, in order to be registered for voting. See comments on individual states on next page.

in the U. S. Marine Corps Headquarters Bulletin and the Coast Guard Bulletin. Similar articles will continue to be published monthly. In addition, distribution of five Navy Department voting posters will be made before October. At appropriate times, voting information will be radioed to all ships and stations for use in ship and station newspapers. In a word, every effort is being expended by the Navy Department to assure all hands the opportunity of casting a ballot for the candidates of their choice in primary and general elections.

Comments

Eighteen states and the territory of Hawaii will hold their primaries between 15 July and 17 October inclusive. One state, Maine, will hold its general election on 11 September for all state and local offices as well as for Representatives in Congress. The Territory of Alaska will hold its general election on 12 September.

The following has been prepared to stress certain procedures common to all states and to point out provisions of state law of particular states. The following five points are emphasized.

1. The serviceman applying for a primary ballot must state his party affiliation.

2. The serviceman should print or type his name, service number and address under his signature on the postcard application.

3. The serviceman, upon receiving his absentee ballot, should execute it in accordance with instructions accompanying it and return it at once.

4. No commissioned, warrant, noncommissioned or petty officer should attempt to influence any member of the armed forces to vote or not to vote for any particular candidate.

5. Any question as to the eligibility of a serviceman to obtain a complete state ballot should be immediately referred to the secretary of state of the state of his residence.

ALASKA holds its territorial election on 12 September. No further election is held in November. The postcard which is available from the commanding officer will be honored. No further steps are necessary to effect registration.

ARIZONA holds its primaries on 18 July. The postcard application which is available from the commanding officer will be honored. Registration is required by the state law affecting these primaries. However, such registration may be effected by the spouse, parent, next of kin or any informed elector by completing a special form provided by each county recorder.

ARKANSAS holds its first primaries on 25 July and its run-off primary on 8 August. The postcard application which is available from the commanding officer will be honored. Such postcard application will be treated as an application for both primaries, if the serviceman applicant so indicates thereon. Previous registration is not required.

COLORADO holds its primaries on 12 September. Servicemen may use postcard application available from commanding officer. Previous registration is not required.

HAWAII has no provision for absentee voting for servicemen. Voter must appear in person in his home precinct or at a polling place, within the territory, designated by the Governor.

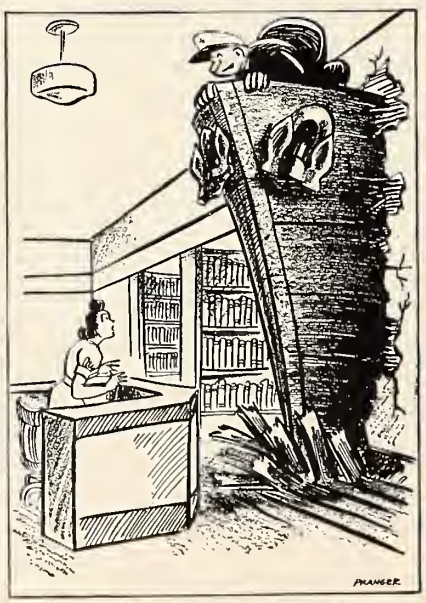
KANSAS holds its primaries on 1 August. No special form of application is required. The postcard application which is available from the commanding officer will be honored. Registration is not required.

KENTUCKY holds its primaries on 5 August. Pending the set-up of voting procedures, information relative to absentee servicemen's voting is unavailable.

LOUISIANA permits servicemen to apply for state absentee ballot by mailing the postcard available from commanding officer. One application is sufficient for both the first and second primaries. The laws of Louisiana affecting these primaries require personal appearance by a prospective voter before proper registration officials within the state in order to effect registration.

MAINE holds its state election on 11 September. At this election voting will be for representatives in Congress and state and local offices. The postcard, which is available from the commanding officer, will be honored both as an application for a ballot and for registration. Voting for President and Vice President will take place at the general election to be held on 7 November. One application is sufficient for both elections.

MISSISSIPPI holds its first primary on 4 July, and its run-off primary on 29 August. Registration is required by the state law. Those in the armed services may register by affidavit before 7 July if the form for such affidavit is requested by a member of the naval service or any person interested in such member. State absentee ballots may be requested by any member of the naval service or any one interested in such member. The postcard application which is available from the commanding officer will be honored. Such request should be sent to the circuit clerk of the home county of the party executive committee of the county of the absent voter. Only one request for absentee ballot is necessary for all primaries and elections held in the year in which the request is made. Payment of a poll tax is not required of those in the military service as a prerequisite to vote.



Hoist (NTS, San Diego)

"Got any good books on navigation?"

MISSOURI holds its primaries on 1 August. The postcard application which is available from the commanding officer will be honored. Registration is not required.

MONTANA holds its primaries on 18 July. The postcard application which is available from the commanding officer will be honored. Registration is required by the state laws of Montana affecting these primaries. Registration may be effected by applying therefor to the county clerk and recorder of the county of residence of the serviceman applicant.

NEVADA holds is primaries on 5 September. The postcard application available from the commanding officer will be honored. No registration is required.

NEW YORK holds its primaries on 1 August. Because the state laws make no provisions for absentee servicemen voting in these primaries, the serviceman must vote in person if he desires to exercise his franchise.

SOUTH CAROLINA holds its first primary on 25 July and its second primary on 22 August. Servicemen may request a primary ballot, if enrolled prior to 27 June with a local party club. Application for such enrollment or for a primary ballot should be made to a local club or county secretary by the serviceman or by a relative or friend in his behalf.

TEXAS holds its first primary on 22 July and its run-off primaries on 26 August. The postcard application which is available from the commanding officer will be honored. If the serviceman applicant states on his postcard application that he desires it treated as an application for both the first and the run-off primaries, it will be treated as a valid application for both primaries. The previous payment of a poll tax is required by the state laws affecting these primaries. Therefore, the postcard application must be accompanied by either a poll tax receipt or an affidavit of its loss. Previous registration is not required.

UTAH holds its first primaries on 11 July and its run-off primaries on 15 August. The postcard application which is available from the commanding officer will be honored. One such postcard application will be treated as an application for both the first and the run-off primaries.

VERMONT holds its primaries on 8 August. The postcard application which is available from the commanding officer will be honored. Registration is required by the state laws affecting these primaries. However, it is effected by completing the oath on the state absentee ballot envelope.

VIRGINIA holds its primaries on 1 August. The postcard application which is available from the commanding officer will be honored. The usual requirement of previous registration and payment of a poll tax as a condition precedent to the exercise of the voting privilege is waived.

WISCONSIN holds its primaries on 15 August. The postcard application available from commanding officer will be honored. Registration will be effected by receipt of the postcard by the clerk of the city, village or town of the residence of the serviceman applicant, or by necessary information being given to such clerk by any interested party.

WYOMING holds its primaries on 18 July. Application for a state absentee ballot must be made on a special application form furnished by the Secretary of State, Cheyenne, Wyoming, or by the appropriate local election offices. Such requests may be made by forwarding the postcard application which is available from the commanding officer, and by stating on it that the serviceman applicant desires it to be treated as a request for an application for a state absentee ballot. While registration is required by the state laws affecting these primaries, it may be effected by completing the affidavit printed on the state absentee ballot envelope.

BuPers BULLETIN BOARD

New Petty Officer Advancements Placed On Temporary Basis Beginning 1 July

All advancements of enlisted personnel to petty officer ratings were placed on a temporary basis effective 1 July 1944 under Alnav 110-44, dated 16 June 1944. This applies to the regular Navy and Naval Reserve, including the Women's Reserve.

Men with permanent enlisted status serving temporarily as warrant or commissioned officers may continue to advance in enlisted status, but these enlisted advancements hereafter become temporary.

Until further notice, the Alnav provides that no discharges of Naval Reservists for the purpose of reenlisting in the regular Navy will be authorized.

The Alnav does not affect enlisted advancements made before 1 July 1944, and current instructions of BuPers governing changes to pay grade 1 from 1-A remain in effect. The term "pay grade 1" has been substituted, however, for "permanent appointment," with no designation to indicate it, for example, merely CBM instead of CBM(PA).

Effective 1 July 1944 all advancements will carry in records and correspondence the designation "T," meaning temporary. For example, CBM(AA) becomes CBM(AA)(T) and BM1c becomes BM1c(T).

Discharges and releases from active duty will be effected in the rating held at the time of discharge or release, whether temporary or permanent, with exceptions as set forth in BuPers Circ. Ltr. 18-42. Reenlistments of regular Navy personnel will be made in their permanent ratings, after which they will be advanced immediately upon reenlistment to temporary ratings held at time of discharge.

Until such a time as the Navy goes back on a permanent advancement basis, temporary changes to pay grade 1 and temporary advancements in rating will be made permanent only immediately prior to submission of application for retirement from the regular Navy after 30 years' service, or on the dates preceding the effective date for transfer to the Fleet Reserve or to the honorary retired list of the Naval Reserve.



Seabag (NTS, Norfolk)

"Sir, the other vessel can't make out our code message."

USMCR Officers Over 38 May Apply For Inactive Duty

Marine Reserve officers commissioned since 7 Dec. 1941 who have reached their 38th birthday may apply for transfer to inactive duty under current instructions of Lt. Gen. Alexander A. Vandegrift, USMC, Commandant of the Marine Corps, to all commanding officers.

Leatherneck Starts Overseas Edition; Available to S.S.S.

Starting 1 July, *The Leatherneck*, the magazine of the United States Marines, will publish an overseas edition identified as The Leatherneck—Pacific Edition. Official overseas publication of the Marine Corps, it will contain 40 pages and be published twice monthly.

The Leatherneck — Pacific Edition will be editorially slanted to educate, entertain and indoctrinate overseas personnel.

The selling price is 10¢ and the magazine will cost the ship's service stores or post exchanges 9¢. The magazine, at the option of the ship's service stores, will be shipped direct or through a designated wholesaler.

Ship's service stores and post exchanges desiring supplies of magazines as well as posters and other advertising material may communicate with *The Leatherneck*, Marine Barracks, Eighth and Eye Streets, S.E., Washington 25, D. C.

Families Urged to Send Emergency News By Letter, Not Despatch

Naval personnel at sea or abroad are urged to instruct their families to communicate with them by V-mail, rather than by despatch, in the event of an emergency at home.

In many cases, men at sea have received despatches notifying them of the illness, dying condition or death of a relative. A study of instances reported to BuPers indicates that receipt of such brief despatches may do more harm than good.

A despatch such as FATHER PASSED AWAY is of dubious help to the man at sea. It is so brief that it disturbs, yet does not comfort with adequate information. The man who receives the message is stricken not only by grief, but by doubts and worries: Had his father been in pain? What was the financial condition of the family? Would the mother have trouble with legal and financial details? Did they need money or help? Even the news, SON BORN, without additional details, may create anxiety as to the condition of the mother and child.

In addition to imparing his morale and efficiency, getting emergency news to a fighting man *quickly* is often of no advantage. Frequently there is nothing the man can do about it at that time; he cannot assist his family; he may even be unable to communicate with them for some time. As further information may take some while to reach him, he is subject to prolonged and unnecessary worry and doubt.

It is recommended, therefore, that naval personnel ask—now, without waiting for the emergency to arise—their families to communicate any such news *fully*, by letter or V-Mail, unless there is some specific thing the man can do immediately to help out in the emergency at home, in which case a despatch might well be warranted.

Families should be advised that these letters ought to include specifically whether there is anything required from the man overseas in the way of information, advice or finan-

The letters N.D.B., as used in this section and elsewhere in the INFORMATION BULLETIN, *refer to the official Navy Department Bulletin. Followed by the abbreviations "cum. ed.," they indicate the cumulative edition of 31 December 1943, which superseded all semi-monthly issues through that date.*

BuPers BULLETIN BOARD

cial help. The Navy will continue to forward despatches, but suggests for the good of the men and the service that, during wartime, the motto might well be: "Don't telegraph—*write it V-Mail!*"

Men on duty within the continental limits of the U. S. in most cases may be reached by commercial telegram. Some foreign shore stations are equipped to receive cablegrams and expeditionary force messages; ships and many mobile units, however, cannot be reached by cable. If cable service is available the officer or enlisted man should inform his family of the availability of such service and furnish them with the code address.

Insignia Authorized for Amphibious Forces

A shoulder insignia for enlisted personnel of the amphibious forces, consisting of an American eagle perched on a submachine gun which crosses the stock of a Navy patent anchor (reproduced at left), has been approved by SecNav. The insignia is gold on a background of the same shade of scarlet as the scarlet chevrons on a rating badge.



Regulations call for wearing the insignia on the left sleeve, the top to be one-half inch below the shoulder seam. It will not be worn in the presence of enemy ground forces or at any time when the senior officer present considers that its wearing might endanger the security of his command.

Those eligible to wear the insignia are:

(1) Enlisted personnel who have satisfactorily completed training courses in the different phases of amphibious warfare at bases of the Amphibious Training Command, Atlantic or Pacific, and who are awaiting assignment, or have been assigned, to ships or elements of the amphibious forces.

(2) Personnel on duty with the following and not necessarily attached to any ship: scouts and raiders, naval combat demolition units, beach jumpers, joint assault signal companies, beach battalions, standard landing craft units.

(3) All enlisted personnel serving aboard the following types of vessels: LST, LSM, LCS, AKA, APD, LCI(L), LCT, LCC, APA, LCS(L)(3), LSV, LSD, AGC.

Authorization to wear the insignia will be entered in each eligible enlisted man's service record. The authorization terminates upon detachment from the amphibious forces.

(Details in BuPers, Circ. Ltr. 173-44, N.D.B., 15 June, 44—695.)



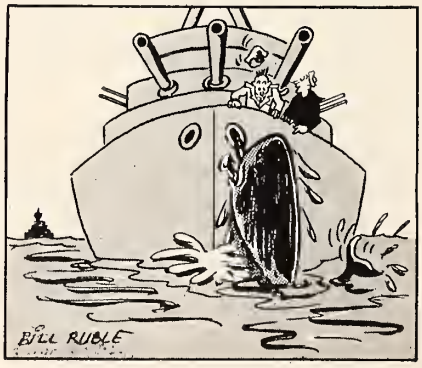
The Pointer (NAGC, Brooklyn, N. Y.)

"Boom! Boom-boom!"

New Ruling on Lapsed U. S. Government Life Insurance Policies

A new ruling has been announced by the Veterans Administration for the benefit of holders of U. S. Government Life Insurance policies (not National Service Life Insurance) whose insurance has lapsed but is still running under the extended term insurance provision.

Such policies now may be reinstated without a health statement or other medical evidence upon application by the policyholder and payment of premiums with interest, not less than five years prior to the expiration date of the extended insurance in the case of regular life policies; and in the case of endowment policies when the extended insurance provides protection to the end of the endowment period.



News (NTC, Farragut, Idaho)

"I put a worm on just to see what would happen."

Streamlined Pay System Inaugurated on 1 July

A plan to facilitate prompt payment and registration of allotments of Navy and Coast Guard personnel was put into effect 1 July 1944 by BuSandA on all ships and stations where forms for the new system were available.

In order to pay personnel promptly, regardless of location and changes of duty, pay records will be issued for each officer and enlisted man or woman.

A pay record about the size of an ordinary typewriter sheet will be prepared for each person at the time of transition to the new procedure and will be renewed on each 1 January and 1 July thereafter. At those times the old cards will be closed and balanced and submitted to the Field Branch, BuSandA.

The pay record will be given to the person for whom issued when he is detached from any activity, and is to be carried by him to his new assignment. There he will turn it in to his new disbursing officer or commanding officer, who will retain custody of it until the person covered by the card is again detached. At that time the pay record will be returned to the person detached, to be surrendered again at his next duty station.

A small, waterproof card, known as a personal memorandum card, will be given as soon as practicable to each person in the Navy and Coast Guard and should be retained in personal possession at all times. There is space on this card for notations of pay received, change in status and other data.

When pay records are lost, as in the sinking of a ship, these personal pay memorandum cards may thus provide the essential data for making out the affidavits required by the disbursing officer for opening new pay accounts. Pay cards lost or destroyed will be duplicated by the nearest disbursing officers as soon as a sworn statement is furnished.

Details for inaugurating the new pay procedure were announced in Alnav 97-44, dated 31 May 1944. The plan itself had been announced previously in the INFORMATION BULLETIN, February 1944, p. 69.

Where the new forms are not yet available, the procedure will become effective on the first of the month following receipt of the forms.

BuPers BULLETIN BOARD

Reallocation of V-5 Offers Options to Flight Trainees

Because the high quality of Navy pilots has resulted in a lower rate of attrition than anticipated, the Navy has revised its flight training program in order not to exceed required combat strength.

Revision in the training program will be accomplished by immediate termination of procurement of civilians, lengthening of the course of instruction, raising the standards for qualification and reducing the personnel now under training.

Commencing 29 June 1944 entries from pre-flight training to primary flight training will be reduced to approximately one-third of the previously scheduled rate of entries.

Reduction in pilot requirements are such that only about 50% of those students in stages earlier than primary flying will be permitted to continue flight training.

Commencing with the group scheduled to compete pre-flight training on 29 June 1944, and each two weeks thereafter, the Commanding Officers of the 4 pre-flight schools will determine which students currently completing a minimum of 11 weeks of pre-flight training are best qualified to enter primary flight training as determined from a ranking by weighted progress marks.

Those affected by the cut are the following groups: "Tarmac"—on general duty at aeronautic activities awaiting further assignment; Naval Flight Preparatory School; Civil Aeronautics Administration-War Training Service; Naval Pre-Flight School.

Those not chosen for flight training may be diverted into other branches of the service where their previous training will be used to best advantage. They will be given an opportunity to choose one of the following alternatives:

(1) Those who have successfully completed a minimum of two years of college work may transfer to Reserve Midshipman training leading to appointment as ensign for general service.

(2) Those who were formerly in good standing in V-12 at the time of transfer may reenter V-12 on 1 Nov.

(3) Those who desire to qualify for designation as combat air crewmen may transfer to the rating of S2c, CA. Some will be entered directly into combat aircrewman training in the air gunnery schools. Others, dependent upon the number involved, will be processed through courses of instruction in AMM, AOM, or ARM duties and then sent to the gunnery schools. After gunnery school, all will be sent to air operational training to earn aircrew wings and combat aircrewman designation. Some will attain a third-class petty officer rating. Every effort will be made to accelerate the over-all training course for such students in view of their superior previous training and aptitude.

(4) Those who desire immediate active service in the aeronautical organization may transfer to S2c and be sent directly to Commander Fleet Air, West Coast or Commander Air Force, Atlantic Fleet, for further assignment to duty aboard aircraft carriers, aircraft squadrons or advanced base aviation units.

(5) Those who desire to serve in other enlisted branches of the naval service may be transferred to a Naval Training Center for reclassification.

(6) Those who went directly into V-5 from civilian life and who do not desire any of the above options may be granted discharge from the servie. Upon discharge they will be subject to induction under Selective Service procedures.

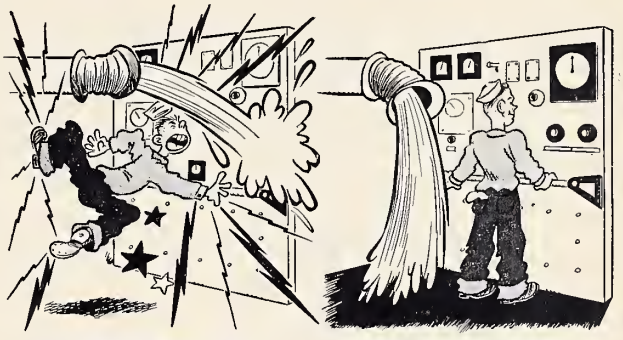
Men who are separated from the flight training program in good standing and who elect to remain in the naval service may be recommended for reassignment to flight training at a later date under any service quotas which may be established later.

Enlisted men from the ranks who do not desire any of the options listed, will be transferred to their former status.

Men taken out of the program at this time will be given an opportunity to return to flight training later through any future enlisted or V-12 aviation quotas which may be made available.

'Juice Won't Mix With Sea Water'

Men working with electrical equipment aboard naval vessels will increase the odds of their living to a ripe old age if they make sure that ventilation terminals are turned so as to cool themselves—not the equipment.



DON'T POINT AIR TERMINALS TOWARD HOT STUFF...

DIRECT AIR AWAY FROM ELECTRICAL EQUIPMENT!

Numerous casualties have resulted from sea water and spray entering through ventilation ducts and discharging on electrical equipment. To avoid this hazard BuShips has issued instructions that terminals should be adjusted to blow air along walkways and platforms, keeping watch stations cool enough to be continuously manned, without being aimed directly at apparatus. This not only will reduce the danger of water damage but also will maintain the working areas at a more comfortable temperature. Terminals are made adjustable to facilitate this control and to permit some variations for changes in the weather.

In the tropics, for example, most men prefer the air blast directed on their chests or other parts of the body, but this becomes very uncomfortable in cool weather. Adjustments should be made so that the blast blows past, rather than on, the individual.

Operating personnel are responsible for keeping terminals properly directed at all times. It requires only one "slug" of water to short out vital apparatus, and loss of power in foul weather can result in serious consequences.

Pointing terminals toward electrical equipment even temporarily is dangerous, for although this may be done in calm weather when no actual hazard exists, readjusting the blast may be overlooked until after the damage has been done.

Whatever you do, BuShips has advised, just remember these pointers for the safety of yourself and the electrical equipment you are operating:

- Air blasts are for personnel, not for equipment.
- Adjust terminals to sweep working areas, walkways and platforms.
- Direct air away from electrical equipment.

BuPers BULLETIN BOARD

New System of Transfer to Shore Duty Gives Break to Disabled Men From Overseas

Disabled enlisted patients classified for duty ashore (except Seabees and Hospital Corps personnel) will be assigned hereafter to duty in the naval district or river command in which they are hospitalized or in their home naval district, river command or naval air training command.

This procedure, announced in a BuPers directive, supersedes the previous system whereby such personnel — currently more than 1,500 a month—have been transferred to the nearest receiving ship or receiving station to await assignment by BuPers. The change was made to avert loss of man days and to reduce paper work.

Men evacuated from overseas and later found qualified for limited shore duty may designate their home naval district, river command or naval air training command as the one in which they wish to serve and may be transferred there at government expense. Other qualified personnel may have the same privilege — at their own travel expense.

In cases where a report of medical survey recommends assignment of a man to a warmer climate or other locality, the medical officer in command will exercise independent judgment and transfer the man to the commandant of the nearest naval district, river command or air training command which best fits the individual's case.

Disabled Seabee personnel classified for shore duty will be transferred to the Naval Construction Training Center at Camp Endicott, Davisville, R. I., or at Camp Parks, Shoemaker, Calif., depending on which is nearer. Men evacuated from an overseas activity for hospitalization get their choice of the two stations with transfer at government expense. Others also may choose either station but at no extra government expense.

Excepted from this provision relating to Seabees are those under training in the shore establishment for qualification in general-service rating requirements and transfer to V-6. They will be returned to the command from which hospitalized.

Hospital Corps personnel will be retained for duty at the hospital where hospitalized, awaiting further orders from BuPers.

In especially deserving cases a delay not exceeding seven days, exclusive of travel time, may be granted in effecting the transfer of enlisted men under the directive, the delay to count as leave. However, men entitled to rehabilitation leave may be granted up to 30 days' delay, exclusive of travel time, on the basis of two and one-half days' delay for each month of service outside continental U. S., provided they have not previously received rehabilitation or convalescent leave.

(Details in BuPers Ltr. Pers-6303-DW-12 P16-3/MM, 27 May 1944, to commandants of continental naval districts and river commands and chiefs of naval air training commands.)

Cuba Open to Service Personnel on Leave

Uniformed officers and enlisted personnel of U. S. armed forces now may enter Cuba on authorized leaves if they carry proper identification cards issued by their commanding officers and proper leave papers. It is no longer necessary to carry passport or visa or to have travel orders to enter Cuba.

The change is announced in BuPers Circ. Ltr. 156-44 (N.D.B., 31 May 1944, 44-663.)

Navy Approves Rules To Safeguard Status Of Amateur Athletes

Athletes classified as professional or amateur before they entered the naval service are "frozen" for the duration in their pre-war status under rules proposed by the Amateur Athletic Union of the U. S. and approved by the Navy Department.

Regardless of his pre-war athletic status, an athlete in the Navy is eligible to play on service teams, and the teams may play other teams, either professional or amateur, as authorized by his CO.

No amateur athlete will be penalized because he plays as a member of a Navy team, even though the team occasionally may play against professionals. Men who were professionals prior to entering the service are not eligible to compete in A. A. U. tournaments, as individuals or members of any team, including a Navy team.

A man who was an amateur before entering the service and subsequently, as an individual or as a team member, competes against professionals for his own personal profit, despite the above provisions, loses his amateur status in the A. A. U. His status is not impaired, however, when, with authority of his CO, he takes part in a professional competition for the benefit of his station or other official fund or recognized charity approved by the Navy Department.

An individual, regardless of service team affiliation, will continue to be eligible as an amateur or professional, either as an individual or a team member, based solely on his status prior to entering the service unless he loses his amateur status as provided above.

Nothing in the rules and regulations is construed as permitting participation in athletic contests which are in violation of established Navy Department policy.

The rules and regulations are contained in BuPers Circ. Ltr. 148-44 (N.D.B., 13 May 1944, 44-625.)

Raise Clothing Allowance For Enlisted Personnel

Higher clothing allowances for enlisted personnel of the Navy and Coast Guard were announced in Alnav 107-44, 12 June 1944.

The initial clothing allowance for all personnel (exclusive of chief petty officers, cooks and stewards and members of naval, Naval Academy and Coast Guard Academy bands, who receive $300) is raised from $136.66 to $145.40, and the quarterly clothing maintenance allowance beginning with the second year of service from $8.75 to $9.

If men are advanced to CPO or to cook or steward, or if they are assigned as band members, within 30 days after enlistment or reporting for active duty, they will receive the difference between the initial enlisted allowance and $300.



BuPers BULLETIN BOARD

Discharge Option Granted Certain WRs Married to Navy Men

Until 15 October 1944 BuPers will consider written resignations or requests for discharge, on grounds of marriage to a Navy man, by members of the Women's Reserve who were enlisted or appointed prior to 15 April 1943.

This consideration is authorized in BuPers Ltr. Pers-107-hs-QR8/P19, 20 May 1944, to all activities in continental U. S.

Resignations or requests for discharge under the authority of this letter are purely optional. They will not be solicited nor will any pressure be exerted upon individuals to request a discharge for this reason. On and after 15 October 1944 no such requests will be considered if based solely on marriage to a Navy man.

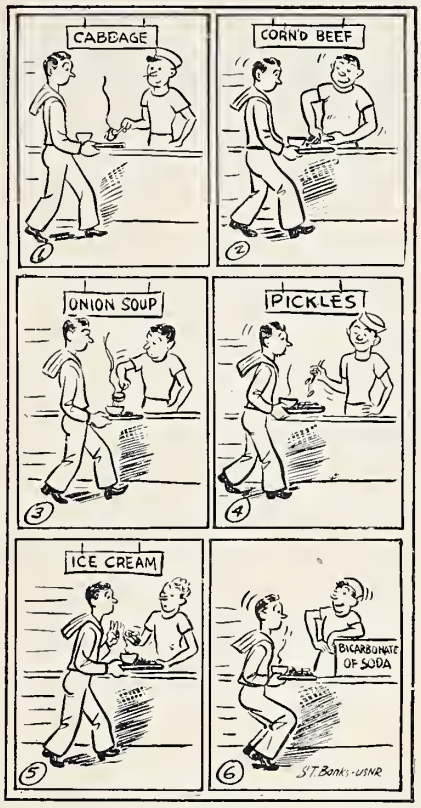
The option was granted because Women's Reservists enlisted or appointed prior to 15 April 1943 entered the Navy with the understanding that marriage to a Navy man would be disqualifying. The option serves to fulfill previous commitments to those who joined the Navy before the policy was modified to permit marriage to a Navy man. The termination of the option of remaining in the service is to equalize the rights and privileges of all members of the Women's Reserve in this respect.

A statement of intent to marry a Navy man will not be accepted as a reason for separation from the service. Marriage to a man in the Marine Corps or Coast Guard does not and never has constituted a reason for resignation or discharge.

New Booklet Containing Revised Qualifications Coming Out This Month

BuPers will begin distribution sometime in July of *Qualifications for Advancement in Rating*, a booklet containing the qualifications for all enlisted ratings of the Navy. Published as a reprint of Part D, Chapter 5, Section 2, BuPers Manual, it will incorporate changes in qualifications since the current revision of the Manual was issued in 1942.

The new booklet will be particularly helpful to all executive and personnel officers, petty officers and strikers for petty officer ratings. Distribution will be made to all ships and stations without the necessity of requests for it to BuPers.



St. Louis Blues (NAS, St. Louis)

Training Course Notes

Initial distribution of the new training courses for aviation ratings, described in the INFORMATION BULLETIN for May 1944, page 71, has been completed.

Activities receiving sets of the 13 available titles in this series of 28 books are as follows: fleet air wings (headquarters squadron), carrier aircraft service units, Acorns, and CVs, CVLs, CVEs, and AVs. Shipments to each of these units were based upon the aviation enlisted complement sheets. Sample sets of three copies each have also been sent to the commanding officers of naval air stations, auxiliary air stations, naval air facilities and auxiliary air facilities. The balance of all orders received since the initial distribution will be forwarded when the books are received from the publishers. It is expected that the series should be completely available about 1 August 1944.

Supplies of *Instructions for Enlisted Training*, 1943 edition, are now completely exhausted. A new booklet, *Program of Enlisted Training*, is in preparation and an initial automatic distribution will be made in July to all naval activities on the Standard Navy Distribution Lists. Additional copies will be available upon request from commanding officers of naval activities to:

(1) Bureau of Naval Personnel, Training Aids Division, Washington 25, D. C.
(2) Educational Officer, 11th Naval District, San Diego, California.
(3) Educational Officer, 14th Naval District, c/o Fleet Post Office, San Francisco, Calif.

Commissioning allowances of enlisted training courses are now being sent automatically in advance of commissioning date to the prospective commanding officers of the following types of ships: DD, DE, SC, PC, PCE, PF, LST, LSM, LCI(L), AD, AO, AGP, ARG, AKN, AP, AS, AE, AK, AKS, AKA, APA, AV and AF. The shipments are made to the proposed fitting-out yards of the vessels and a letter announcing the allotment is sent under separate cover to the appropriate navy yard commandant, supervisor of shipbuilding or precommissioning detail. Therefore, prospective commanding officers are requested to check with one of these officials before placing a reorder for a commissioning allowance of training courses.

Navy training course material is now available for CM2c and SF2c ratings: NavPers 10115, *Instruction Manual for Use in Preparation for Ratings of Carpenter's Mate 2/c and Shipfitter 2/c;* NavPers 10116, *Progress Tests and Examination Questions for Carpenter's Mate 2/c and Shipfitter 2/c;* and NavPers 10116A, *Answers to Progress Tests and Examination Questions for Carpenter's Mate 2/c and Shipfitter 2/c.* The answer book is restricted for official use of the educational officer only.

The study material has been prepared in three booklets instead of two so that the answer key may be used many times by training officers. This also eliminates the necessity of tearing apart a combination question and answer book and putting the torn pages together again for grading purposes. Candidates for the rate of CM2c will complete progress tests 1-7 inclusive. Strikers for SF2c will complete progress tests 1-3 inclusive and 8-10 inclusive. There are also two sets of examination questions for each rating.

Distribution of the *Shipfitter's Manual* by A. Crivelli, which was temporary substitute material for shipfitter ratings, has been cancelled due to the availability of NavPers 10115, Nav Pers 10116 and NavPers 10116A.



THIS MONTH'S COVERS

The open bow of an LCV frames a closeup of the invasion of France (see page 2) as American soldiers wade through waist-deep surf toward the Normandy beach, swept by German machine-gun fire (Official U. S. Coast Guard photograph). INSIDE FRONT COVER: Battleships follow landing craft to within "popgun range" of Eniwetok Island, in the Marshalls, during the capture of that Jap stronghold. (For news of new offensives in the Pacific, see page 8.) OPPOSITE PAGE: Army troops file down ramps of LCI(L)s to land in Tor River area of New Guinea. (Official U. S. Navy photographs.)

DISTRIBUTION OF THE INFORMATION BULLETIN

By BuPers Circular Letter No. 162-43 (appearing as 43-1362 in the cumulative edition of Navy Department Bulletin, the Bureau directed that appropriate steps be taken to insure that all hands have quick and convenient access to the BuPers INFORMATION BULLETIN, and indicated that distribution should be effected on the basis of one copy for each ten officers and enlisted personnel to accomplish the directive.

In most instances, the circulation of the INFORMATION BULLETIN has been increased in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each ten officers and enlisted personnel. Because intra-activity shifts affect the Bureau statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issue.

Normally copies for Navy and Coast Guard activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corps, on the present basis of two copies per unit, down to and including the company. Requests from Marine Corps activities should be addressed to the Commandant.

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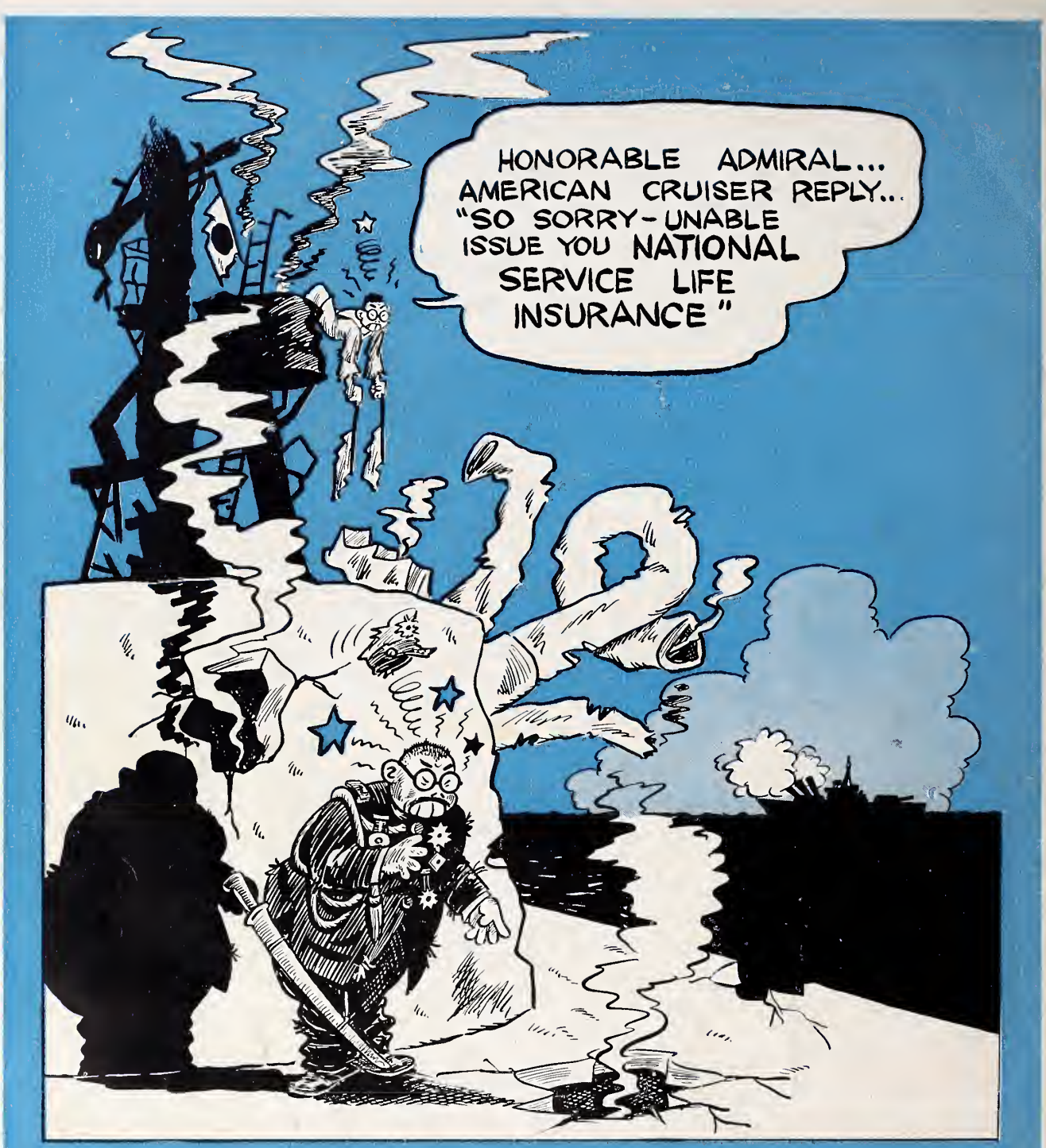
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94 OUT OF EVERY 100 U.S. NAVY MEN HOLD NATIONAL SERVICE LIFE INSURANCE

HOW ABOUT YOU?

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BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

AUGUST 1944

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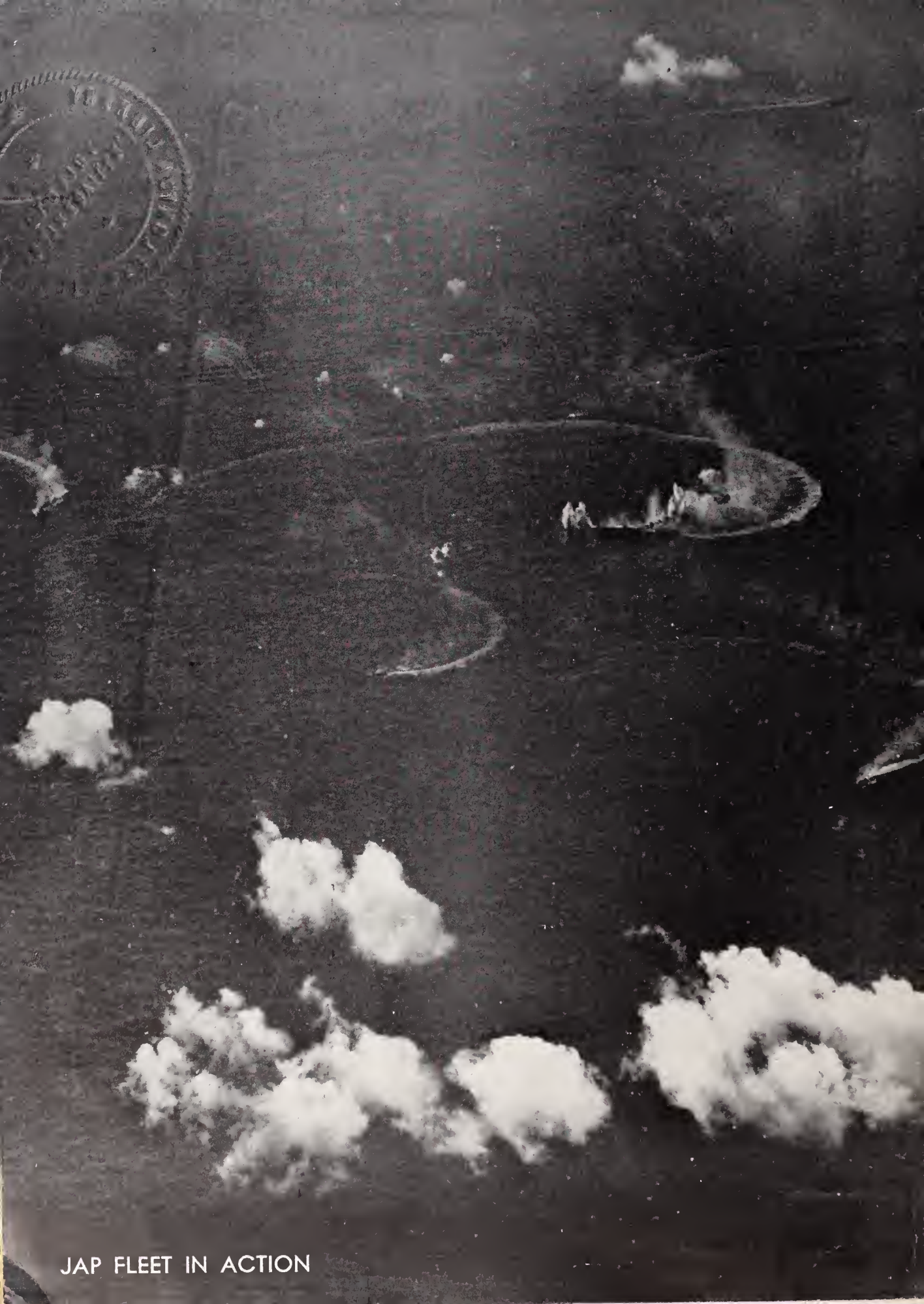
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WAVE AT WORK

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JAP FLEET IN ACTION



BUREAU OF
NAVAL PERSONNEL
INFORMATION BULLETIN

AUGUST 1944 • NUMBER 329

VICE ADMIRAL RANDALL JACOBS, USN
The Chief of Naval Personnel

REAR ADMIRAL L. E. DENFELD, USN
The Assistant Chief of Naval Personnel

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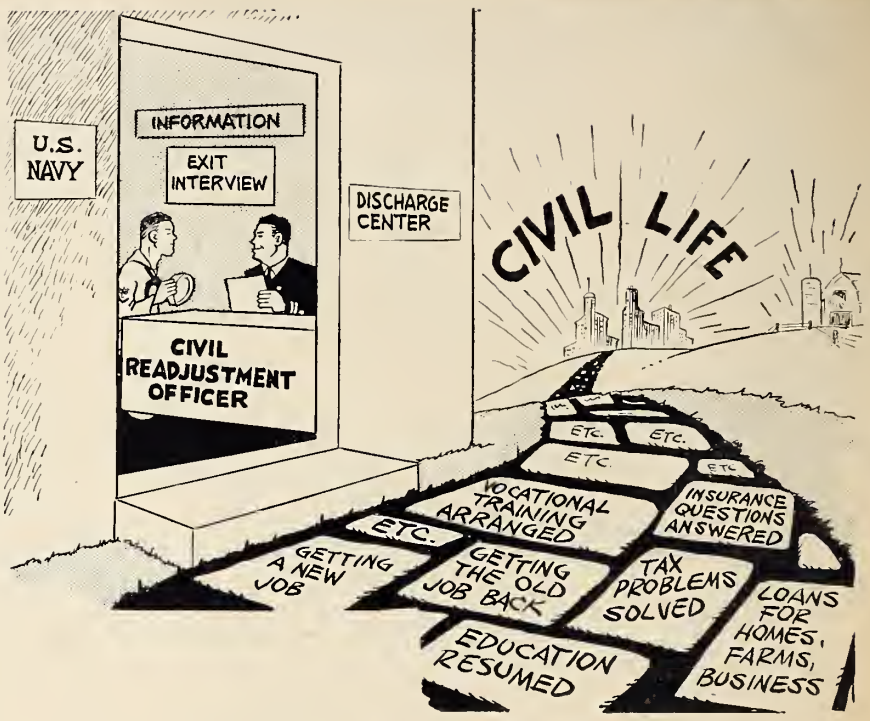
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This magazine is published monthly in Washington, D. C., by the Bureau of Naval Personnel for the information and interest of the Naval Service as a whole. By BuPers Circular Letter 162-43, distribution is to be effected to allow all hands easy access to each issue. All activities should keep the Bureau informed of how many copies are required. All original material herein may be reprinted as desired.

PASS THIS COPY ALONG AFTER YOU HAVE READ IT

PAVING THE ROAD BACK

Civil Readjustment Officers Will Give Help to Dischargees



Do you know what laws have been passed in your absence to help you—after you leave the service—to resume a useful, satisfying role in your country's future? Do you know, for example, what your rights and benefits are under the "G. I. Bill of Rights" after your discharge from the service? Do you know how and where you can obtain government hospitalization and medical treatment, if necessary, after you again become a civilian? Do you know how to go about getting your old job back or finding a new one?

Because you are obviously going to need help in answering all these questions, BuPers has created a Civil Readjustment Program designed to provide simple, understandable information on the services and benefits to which you will become entitled. The program will help guide you to the next step along the road back, and will put you in touch with the agencies or organizations which carry out the provisions of law enacted for your benefit as a veteran.

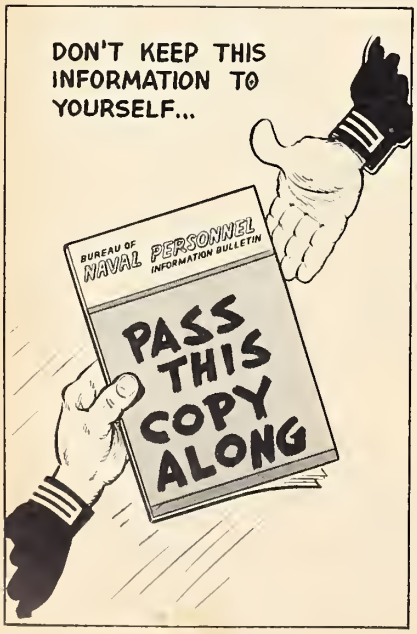
This Civil Readjustment program will not function as an employment agency nor perform any of the services which other authorized government agencies are established to provide. It will act as an advisory and informational service only, referring you to sources of help in solving the many questions and problems which will confront you on the road back to civilian life.

District Civil Readjustment Officers have been established in the 11 naval districts within the continental limits of the United States, and also in the Severn River and Potomac River Naval Commands. These officers participated in a six-day indoctrination conference recently conducted by BuPers in Washington, D. C. The aims and objectives of the program were outlined fully and the policies and procedures explained in detail. These district officers, upon return to their stations, assisted in the selection and training of Civil Readjustment Officers at each naval activity in their district or command.

The District Civil Readjustment Officers will maintain constant contact with all naval facilities where men are being discharged; will consult with officers of the Veterans Administration, U. S. Employment Service, Selective Service System, State Boards of Vocational Education, home services of the American Red Cross and any other agencies or organizations prepared to help the returned veteran; they will call upon the services of district legal officers, legal assistance officers, American Bar Association committees, legal aid societies, Navy educational services officers and similar officers and groups.

Civil Readjustment Officers at individual stations will receive full training on existing rights and benefits available to veterans and will be instructed on future additional provisions.

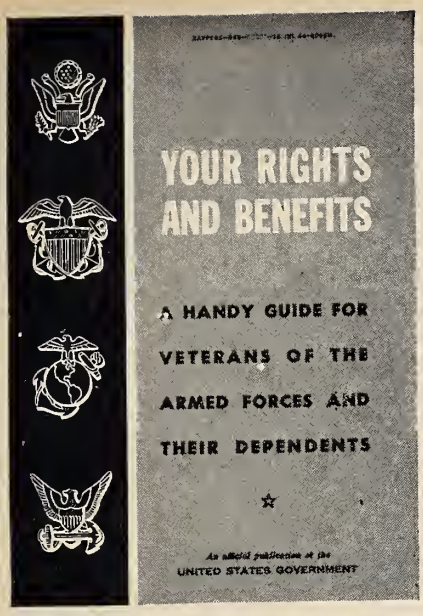
When you are discharged from the service, you will be given an "exit in-



Help Yourself: Know What You Want to Ask

While the Civil Readjustment Officer, whose function is described in the article on this page, normally will not interview you until you are at the point of being discharged, you can help a lot by knowing what you want to say to him when you are interviewed.

Continued reading of the Information Bulletin will bring you current general information on which to base your plans. The CRO will then, when the time comes, be able to fill in the specific information you need and help you start exactly in the direction in which you wish to go.



COVER of 20-page booklet which Civil Readjustment Officer will give personnel at time of exit interview.

terview" by your local CRO. He will go over with you, point by point, your rights and benefits as a veteran of this war. Although some of the items may not be of specific interest to you, he will explain the general provisions relating to educational aid, sources of private or Governmental employment opportunities, loans, unemployment compensation, vocational training, disability pensions and related matters. After determining the programs or benefits in which you are interested, he will "steer" you to the place or places where application must be made. Further advice or assistance will be available to you for at least three months after your discharge.

As part of this interview, the CRO will examine your discharge certificate to see that it is complete with respect to any items affecting your eligibility for veterans' rights and benefits. He will then hand you:

(1) A copy of the booklet "Your Rights and Benefits—A Handy Guide for Veterans of the Armed Forces and Their Dependents." This 20-page booklet, an official publication of the Retraining and Reemployment Administration, outlines the rights and benefits to which you are entitled. The government agencies and other organizations where services and additional information may be obtained are listed. Information for dependents of veterans is also included.

(2) A notice of separation, which will provide certain information for the civilian agencies which will subsequently attempt to serve you. In addition to your name, address and insurance data will appear the ratings which you held, the service schools attended, courses taken, off-duty educational courses completed, non-service education, such as elementary schools, colleges or universities, vocational or trade courses completed, type of job held in civilian life before the war, name of your last employer and kind of business engaged in.

(3) A description of your duties in the highest rating you held in the Navy and a list of comparable civilian jobs. This will help you tell a prospective employer what you did and learned in the Navy and will show him some of the civilian jobs you are now qualified to handle.

The notice of separation and the description of duties and comparable civilian jobs are not yet available, but will be distributed as soon as they are developed.

The Navy recognizes that one of your gravest concerns is the problem of employment after you return from the war. Through its Civil Readjustment Program, the Navy Department intends to help you over the initial hurdles in your return to civilian life—by informing you fully and completely of your rights and benefits and how to make effective use of them.

To achieve this, you will be handled as individuals and not as "routine cases." It is recognized that all individuals are different, and that you deserve all the attention you need.

The program does *not* mean that the war is over or that peace is in sight (see editorial, page 36). It does mean, however, that the Navy Department is fully aware of its responsibility to the men and women in its service and is doing everything possible to aid and assist you upon your return to civilian life.



Chaser (SCTC, Miami, Fla.)

"Invasion or no invasion, it's rather premature to be ordering a suit of civvies."

Recent Law Enlarges Rights on Discharge

Additional rights and privileges of armed services personnel in connection with discharge or release to inactive duty are granted by Sections 104 and 105 of the Servicemen's Readjustment Act of 1944 (known as the "G. I. Bill of Rights"), Public Law 346.

The sections, quoted by SecNav in Alnav 132-44, 14 July 1944, for compliance of the naval service, read:

"Sec. 104—No person shall be discharged or released from active duty in the armed forces until his certificate of discharge or release from active duty and final pay, or a substantial portion thereof, are ready for delivery to him or to his next of kin or legal representative; and no person shall be discharged or released from active service on account of disability until and unless he has executed a claim for compensation, pension, or hospitalization, to be filed with the Veterans Administration, or has signed a statement that he has had explained to him the right to file such claim; provided, that this section shall not preclude immediate transfer to a veterans' facility for necessary hospital care, nor preclude the discharge of any person who refuses to sign such claim or statement; and provided further, that refusal or failure to file a claim shall be without prejudice to any right the veteran may subsequently assert. Any person entitled to a prosthetic appliance (artificial limb) shall be entitled, in addition, to necessary fitting and training, including institutional training, in the use of such appliance, whether in a service or a Veterans Administration hospital, or by out-patient treatment, including such service under contract.

"Sec. 105—No person in the armed forces shall be required to sign a statement of any nature relating to the origin, incurrence, or aggravation of any disease or injury he may have, and any such statement against his own interest signed at any time, shall be null and void and of no force and effect."

The Alnav cancelled all directives in conflict with the foregoing.

SAIPAN

4 Pages of Pictures on Our Conquest Of Japanese Stronghold in Marianas

Official U. S. Coast Guard Photograph

ANTIAIRCRAFT bursts splotch the evening sky over Saipan as U. S. Navy task force units covering landings on 14 June repulse Jap air attack.

BLASTS from the 14-inch guns of a U. S. battleship help clear the way for the landing of marines

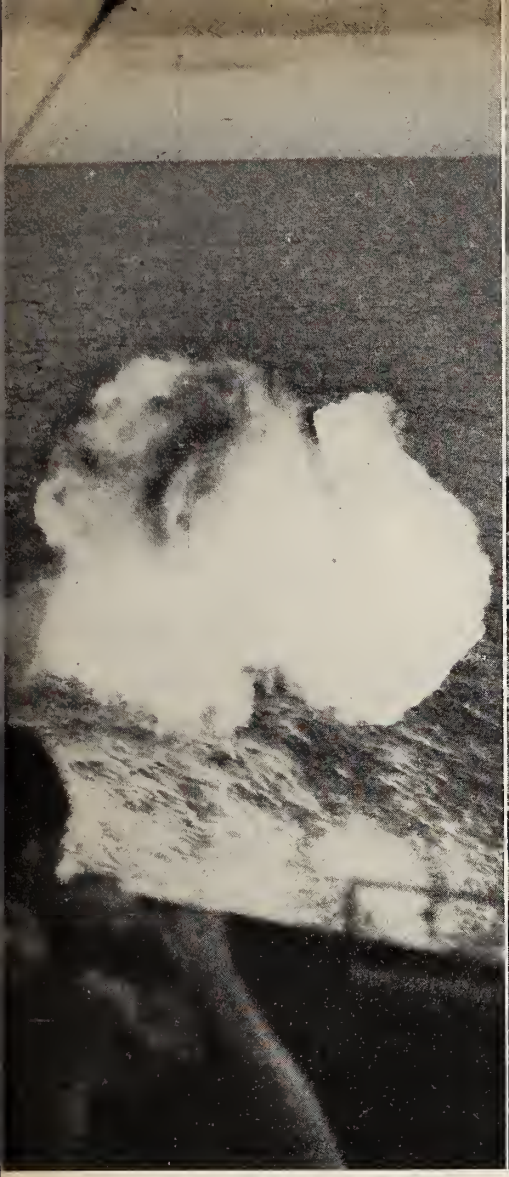


BUCKET BRIGADE: Marines form a human conveyor belt to speed unloading of supplies.



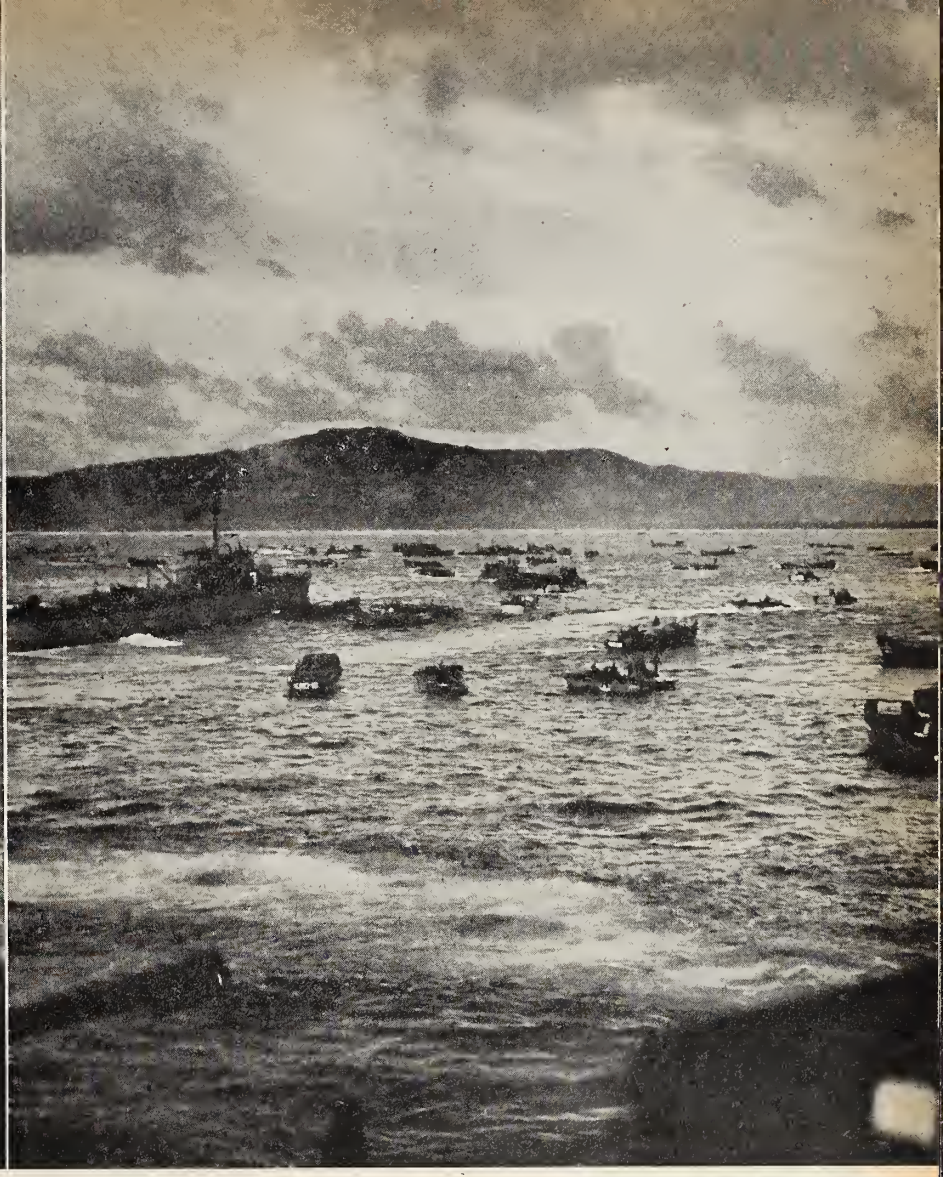
Official U. S. Marine Corps Photograph

UNDER FIRE on the beach, invaders crawl toward their assigned positions just after landing.



Official U. S. Navy Photograph

and Army troops on the largest island tackled by our Central Pacific forces up till then.



Official U. S. Coast Guard Photograph

SEAGOING TAXIS are massed off-shore as the first waves churn toward the beach. Fires raised by intensive shelling and bombing can be seen on the island.



Official U. S. Marine Corps Photograph

MISSION ACCOMPLISHED: Marine riflemen move in on building blasted by tank.



Official U. S. Coast Guard Photograph

CHARAN-KANOA IN SMOKE: Some of bitterest fighting of the war won town in 24 hours.



Official U. S. Marine Corps Photograph

GRENADE BARRAGE: Marine at left tosses "pineapple" toward nest of Japs on Saipan as another (center) gets ready to heave his.



Official U. S. Navy Photograph

CASUALTIES are transferred from destroyer to this battleship.



Official U. S. Coast Guard Photograph

JAP BOY, one of 23,000 civilians on Saipan, makes friends with marine.



HIT by shrapnel from an exploding Jap mor-



Official U. S. Marine Corps Photograph

FOXHOLES and Jap mortar craters afford protection for Marines within hand-grenade throwing range of enemy.



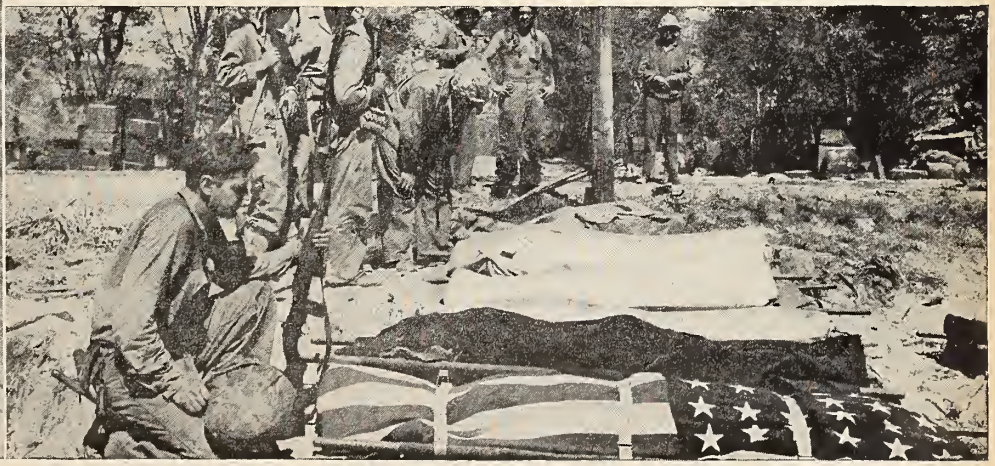
Official U. S. Coast Guard Photograph

TIME OUT FOR REPAIRS: Resourceful Marines patch hole where a shell went through bottom of Alligator during landing.



Official U. S. Marine Corps Photograph

tar shell, an American fighter goes down.



Official U. S. Marine Corps Photograph

PRICE OF VICTORY: Marines bid farewell to comrades who fell during initial assault on the strongly defended island.



On 2d Anniversary . . .

Waves Pass 70,000 Mark

Women Reservists Are Relieving Male Personnel In an Increasing Variety of U. S. Shore Billets

There are 37,300 naval officers and men at sea or overseas today who were released from continental shore billets by members of the Women's Reserve. There are 30,000 others in the Fleet who would have gone from training camps to continental shore billets had there not been Waves to fill expanding complements at naval activities within the U. S.

These 67,300 officers and men are fighting today, perhaps off the beaches of Normandy or in Task Force 58, because women of the Navy have volunteered to carry on in their places ashore for the duration.

The Women's Reserve, as it observed its second anniversary on 30 July 1944, could thus look back upon a brief but glowing record of expansion and achievement: During its two years of existence its members have freed enough officers and men to man a fleet of 10 battleships, 10 aircraft carriers, 28 cruisers and 50 destroyers.

By latest count, the Women's Reserve now includes 72,350 members, of whom some 5,000 are awaiting call to active duty. It is headed for a total of nearly 100,000 by the end of 1944. So long as more women volunteer, the process of releasing more men for combat duty will continue.

In two years' time Waves have become an integral part of the Navy—not merely an adjunct. Some shore establishments have found that women are better suited than men for certain kinds of work.

Vice Admiral Ross T. McIntire, (MC) USN, Surgeon General of the Navy, has stated that he would like to have Wave hospital corpsmen retained in the Navy after the war. So well have Waves acquitted themselves in BuShips that Rear Admiral Edward L. Cochrane, USN, chief of the bureau, stated not long ago that "it is no exaggeration to say that without their assistance, it would have been impossible for the Bureau to have carried on successfully the present $26,000,000,000 naval shipbuilding program."

There is a Wave ensign in BuShips, a former yeoman, whose job is to get machinery from manufacturers to shipyards. She was one of hundreds in the U. S. who put in long hours of overtime months before D-day in Normandy. In a small way she felt she was a part of the invasion fleet and "any overtime was more than compensated for on reading of the wonderful job done by our boys on those craft."

Since its first anniversary a year ago (INFORMATION BULLETIN, Aug. 1943, p. 6), the Women's Reserve has added nearly 50,000 members and taken over more specialized jobs previously filled only by men.

With the passage last fall of legislation which removed previous restrictions on rank, the director of the Women's Reserve, Mildred H. McAfee, was elevated to the rank of captain. The assistant director, Tova P. Wiley, now holds the rank of commander, and there are several Wave officers with the rank of lieutenant commander. This legislation also made it possible for the Navy to promote Wave junior officers by the same Alnav system applied to men.

The policy of allowing enlisted Waves equal opportunities with men to strike for higher ratings has permitted several hundred to reach petty officer first class status, and at least four to make chief petty officers.

Waves are now considered directly eligible for 34 different ratings, and may be granted others if approved by BuPers. Some of the ratings newly earned by Waves are aviation machinist's mate (instrument mechanic), electrician's mate, radio technician, aviation radio technician, aviation ordnanceman, printer, ship's service man, specialist (gunnery), specialist (mail) and specialist (welfare).

Nearly 700 enlisted women have been sent through the Naval Reserve Midshipmen School (WR) and have been commissioned. This means that about one-tenth of all Wave officers now in service have come up from enlisted status.

Official U. S. Navy Photographs

ABOVE: Waves serve as instructors on firing range at Naval Air Gunners' School, Hollywood, Fla.

The Women's Reserve training program has been changed from time to time to meet the Navy's needs. There now are 20 enlisted training units in operation, in addition to the large boot camp at the U. S. Naval Training School (WR), The Bronx, New York, where over 5,000 women are in training at one time and 1,680 are graduated every two weeks.

Advance training units range from yeoman, storekeeper and radio schools to such new fields as aviation free gunnery, celestial navigation, mail specialist, and sound motion picture technician. Some of these are regular schools with a steady flow of trainees; others train just a few as needed.

One brand new type of training is just starting at the Naval Training Center, Great Lakes. Enlisted women will be trained there as antiaircraft gunnery instructors and then will be sent to naval operating bases and Armed Guard centers to teach enlisted men how to shoot enemy planes out of the sky.

More and more enlisted Waves are studying for their ratings on the job. Seamen make up 26.1% of all enlisted Waves now on duty; another 16.6% are seamen in training schools.

Besides the Northampton training center for Wave officers, there are 12 other officer training schools and two in-service training units. These cover such fields as Japanese language, radio and radar, air navigation, educational services, communications, supply and other fields.

Today there are more women officers in the Supply Corps than there were regular Navy Supply Corps officers before the war. And in the Communications Division of Naval Operations at Washington, D. C., women officers actually outnumber men, although the general ratio for the Navy Department is one Wave officer to every three men officers.

Waves are now performing nearly every conceivable type of duty at 500 naval shore establishments. Seamen Waves are holding down about 40 different types of billets. Some of these are bookkeeper, typist, key punch operator, mechanical draftsman, statistical draftsman, cartographer, research assistant, receptionist, escort, teletype operator, switchboard operator, multilith operator, assistant printer, photo lithographer, photograph printer, assistant master-at-arms, laboratory technician, chauffeur, laundry worker, commercial artist, film projectionist.



These Wave officers teach celestial navigation at NAS, Norfolk.

Most rated Waves are either yeomen or storekeepers, although hospital corpsmen are a close third. Aviation ratings are fourth and specialists fifth. Women now hold 12 of the 16 specialist ratings.

About 9,000 enlisted women are in the Hospital Corps, many of them holding first class ratings. Many women officers also are in the Medical Department, most of them as specialists in medical fields. There are 34 women doctors and two dentists. Both officers and enlisted women are doing a great deal of work in occupational therapy and in physiotherapy.

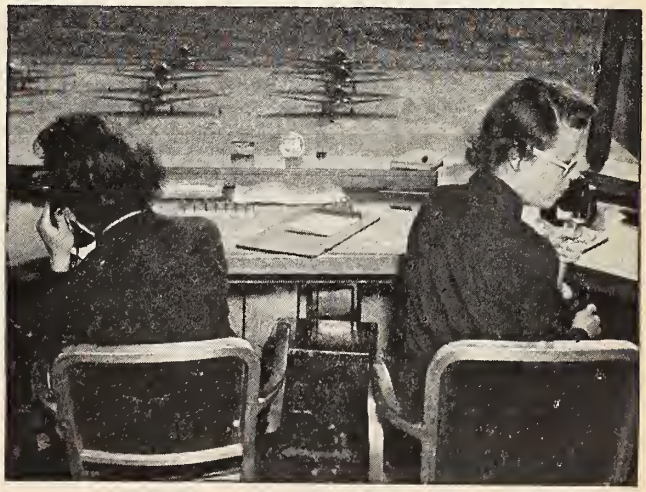
The Navy Postal Service is another sphere in which women have a large representation—more than 1,000 out of the 6,000 mail personnel in continental stations. This ratio will go higher when the training of men for specialist (M) stops in the near future and only Waves are trained for this rating.

All aviation cadets who have completed their training during the past year are likely to have worked with Waves serving as Link trainer instructors, "mech" plane captains of training ships, free gunnery instructors or control-tower operators.

So far the Women's Reserve has been limited to duty within the continental U. S., but a bill is now before Congress to grant the Navy permission to send its women overseas. Should the measure be approved, Waves will have a still wider field in which to justify Admiral King's tribute to the Women's Reserve—"an inspiration to all hands in the naval service."



Wave PhMs assist dentist at NTC, Sampson, N. Y.



Specialists (Y) direct traffic at NAS, Anacostia, D. C.



FIRST STEP in the casualty list—locate known survivors, sometimes widely scattered. Here men from a burning carrier are picked up by launches from escorting ships, as others slide down ropes into the water.

Behind the Casualty List . . .

How the Navy Speeds the Sad News—Truthfully and Tactfully—from the Battlefronts to the Home Front

From the battlefronts of the world come messages of victory—but with them must come, also, crisp formalized reports of casualty:

Name, rank or rate, number, status, and date.

In these brief dispatches lie worlds of tragedy, despair and courage for those on the home front.

Behind them, also, is the unflinching bravery of men—bravery in the face of enemies they know must be defeated before they can end, once and for all, the necessity of casualty notification.

Every man who sails or flies realizes his may be the life sacrificed in gaining victory. He knows that at home someone will be waiting, with that fear which lurks deep in the eyes of every Navy wife, mother and child, and which leaps out when the telegraph boy rings the doorbell.

For every casualty which reddens a deck or landing beach, there is someone at home who must bear the sad news.

The task of telling this news truthfully, tactfully and promptly is the responsibility of BuPers.

Because most Navy action is in the Pacific, where big task forces day and night hunt down the Japs, that area is used as the background for this story of casualty notification.

* * *

In the phosphorescent blackness of the far Pacific, a destroyer probes the waters after a battle action.

An arm waves feebly. The destroyer's whaleboat edges across the swells and works up from leeward. Eager hands haul the exhausted man aboard.

In widening circles, firefly flashlights wink hopefully, prayerfully. Some sink from sight—

Soon Radio-Washington will pick up a message: the CO, USS *Big City*, is sending casualty reports.

In the Casualty Notification and Processing Section of the Dependents Benefits Division of BuPers, the security officer hands the dispatch to an analysis officer.

What is going to be told the parents of the brave officers and men who are dead, missing, and wounded?

Suppose Peabody, James Arnold, GM1c, a lithe, tow-haired farm boy from central Ohio, is reported as dead. An official telegram in somewhat the following form is dispatched by BuPers:

THE NAVY DEPARTMENT DEEPLY REGRETS TO INFORM YOU THAT YOUR SON JAMES ARNOLD PEABODY GUNNERS MATE FIRST CLASS USNR WAS KILLED IN ACTION IN THE PERFORMANCE OF HIS DUTY AND IN THE SERVICE OF HIS COUNTRY. THE DEPARTMENT EXTENDS TO YOU ITS SINCEREST SYMPATHY IN YOUR GREAT LOSS. HIS REMAINS HAVE BEEN BURIED AT SEA. IF FURTHER DETAILS ARE RECEIVED YOU WILL BE INFORMED. TO PREVENT POSSIBLE AID TO OUR ENEMIES PLEASE DO NOT DIVULGE THE NAME OF HIS SHIP OR STATION

VICE ADMIRAL RANDALL JACOBS
THE CHIEF OF NAVAL PERSONNEL

This is followed in a few days by a letter, such as the one which follows, bearing the personal signature of the Secretary of the Navy.

"My dear Mr. and Mrs Peabody:

"I desire to offer to you my personal condolence in the death of your son, James Arnold Peabody, United States Naval Reserve, which occurred on 22 July 1944, while in the performance of his duties.

"It is hoped that you may find comfort in the thought that he made the supreme sacrifice, upholding the highest traditions of the Navy, in the defense of his country.

Sincerely yours,
James Forrestal
Secretary of the Navy"

Then the grieved parents will undoubtedly hear from the commanding or senior surviving officer of the *Big City*, as soon as the exigencies of war permit. He will write somewhat as follows:

"It was my sad duty to notify the Navy Department regarding the death of your son James.

"Because of military restrictions I cannot give you all of the details of his death, but you may be assured your son gave his life in the tradition of the Navy—gloriously, fearlessly and proudly.

"As his commanding officer I want you to know that James was a shipmate of whom we were all proud and with whom we were honored to serve.

"The Navy and the nation can ill afford to lose the valuable services of such a person as your son."

Within a short time, too, the parents will undoubtedly receive a letter from the chaplain who presided over their son's burial. This will be a note of solace, giving in some detail the color,

feeling and beauty of the ritual under which men of the Navy are sent to their resting places.

After a period the commanding or senior surviving officer's action report will reach the Navy Department. A letter from BuPers, based on this action report and giving as many details as possible without contravening security, will be sent to the parents, who are always anxious to have every detail surrounding the death of their son.

Concurrently with the dispatch of all these words of sympathy and comfort, the Navy proceeds to render all possible material assistance to the family.

The six months' death gratuity is payable. Since it is clear that Peabody met his death in line of duty and not as a result of his own misconduct, this gratuity, equal to six times the monthly base pay to which Peabody was entitled at the time of his death, will be paid as promptly as his beneficiaries return their application therefor and supply other necessary data.

Forms on which to claim the arrears of pay due Peabody at the time of his death are sent to his heirs by BuPers. Final settlement is made by the General Accounting Office.

Payments of Government or National Service Life Insurance, carried by more than 90% of naval personnel, are made by the Veterans Administration. The monthly instalment payments begin as soon as the certificate of death from the *Big City's* medical officer and a claim from the beneficiary are received and the case adjudicated by the Veterans Administration.

Pension rights, and other benefits dependent on death, are explained in letters and in a pamphlet, prepared and sent to next of kin by BuPers, entitled Benefit Guide for Officers and Enlisted Personnel.

Patrick Albany, a red-haired, blue-eyed, 22-year-old watertender third class from Pittsburgh, is reported as "missing in action" aboard the *Big City*.

A telegram from the Chief of Naval Personnel goes to Albany's wife in somewhat the following form:

THE NAVY DEPARTMENT DEEPLY REGRETS TO INFORM YOU THAT YOUR HUSBAND PATRICK ALBANY WATERTENDER THIRD CLASS USN IS MISSING FOLLOWING ACTION IN THE PERFORMANCE OF HIS DUTY AND IN THE SERVICE OF HIS COUNTRY. THE DEPARTMENT APPRECIATES YOUR GREAT ANXIETY BUT DETAILS NOT NOW AVAILABLE AND DELAY IN RECEIPT THEREOF MUST NECESSARILY BE EXPECTED.

This also contains the caution against revealing the name of the ship.

The telegram is followed promptly by a letter by which the Bureau confirms the report that Albany is missing in action and assures the next of kin that when additional information becomes available it will be sent.

In most instances, fictitious names of "casualties" are used in this story to typify casualty notification. However, due to the size of the naval service, there may be instances of coincidental resemblance.

Also enclosed is a booklet, Information Concerning Naval Personnel Reported Missing. It explains the meaning of the term "missing" and outlines the procedure for contining pay and allowances and for the payment of allotments therefrom during the period of the "missing" status.

The commanding officer, the chaplain, and the Chief of Naval Personnel send letters, the latter based on the action report, to Mrs. Albany.

The status of "missing" is the most difficult for next of kin to understand correctly.

A telegram reporting that someone is "missing in action" means that he cannot be accounted for after combat. If he is reported "missing," with no reference to action, it means he cannot be accounted for after some other activity in which he has participated. In either case, the telegram means that as yet no information is available to indicate what has happened to him. So far as is known he has not been found. There is no evidence he has survived or that he has been taken prisoner. Nor is there proof that he is dead.

It often is extremely difficult to determine what has happened to "missing" naval personnel. In some cases, unfortunately, complete details may never be known. In this respect the Navy's problem is often more difficult than that facing the Army, because the oceans swallow up so rapidly all evidence of engagements fought upon them.

In the absence of a report of survivorship or of prisoner of war status, or of the receipt of evidence of death, Albany will be carried as "missing in action" for at least 12 months. At the end of that period the Secretary of the Navy, following an exhaustive review of all circumstances surrounding the "missing" status, will continue such status or will make a finding of presumptive death.

The "missing" status will be continued in those cases where there still is some doubt whether the "missing" persons are dead or alive or are prisoners of war. Pay and allowances continue throughout the "missing" status, and allotments continue to be paid therefrom.

A finding of death is made when the evidence indicates beyond doubt that the presumption of continuance of life has been overcome. If such a finding is made, the date of the presumptive death is the day following the expiration of the 12 months' absence. Such a finding is merely to the effect that as of the date thereof the officer or man is, for the purpose of naval administration, no longer alive. It does not mean that death actually occurred on that date. If a finding of death is



Official U. S. Navy Photographs

PERSONAL LETTERS go out to next of kin from commanding or senior surviving officer. Above: Lt. E. C. Leber, USNR, writes families of the 29 casualties when his PC 558 was torpedoed in Mediterranean.

made, pay accounts are closed as of the presumed date of death, and the various benefits, such as the six months' death gratuity, become payable.

Going through the records one is surprised to note the "missing" officers and men who have eventually been located and brought back to safety. From the hundreds of tiny islands in the Pacific where natives often rescue and assist them to their bases, from the frozen wastes of Greenland and the Aleutians where our ships carry on a tireless search, these "missing" persons have returned under miraculous circumstances, sometimes long after reasonable hope is gone.

Nothing gives a greater thrill than sending a dispatch that a person previously reported as "missing" is known to be a survivor.

While the *Big City* was sending several thousand Japs to their dragon-infested heaven, Ensign Hilary Estabrook Barnville, D-V(S), USNR, anti-aircraft gunnery officer from Bato Rouge, Louisiana, was wounded in the right thigh by shrapnel. He continued at his station until the order to abandon ship came. Then he shepherded his gun crews over the side before being helped over himself. The first report to the Navy Department may only list him as "wounded in action." Personnel are reported as "wounded in action" only when hospitalization is required.

To the ensign's sister a telegram somewhat as follows will be sent by the Chief of Naval Personnel:

THE NAVY DEPARTMENT DEEPLY REGRETS TO INFORM YOU THAT YOUR BROTHER ENSIGN HILARY ESTABROOK BARNVILLE USNR HAS BEEN WOUNDED IN ACTION IN THE PERFORMANCE OF HIS DUTY AND IN THE SERVICE OF HIS COUNTRY. THE DEPARTMENT APPRECIATES YOUR GREAT ANXIETY BUT EXTENT OF WOUNDS NOT NOW AVAILABLE AND DELAY IN RECEIPT THEREOF MUST NECESSARILY BE EXPECTED BUT WILL BE FURNISHED YOU PROMPTLY IF RECEIVED.

This dispatch also urges keeping secure the name of the ship.

If further details concerning Ensign Barnville's wounds are received in BuPers, an amplifying letter is sent to his sister, giving the details and, if possible, telling her how she may address mail to her brother.

If you are nicked by a piece of enemy steel or are even injured aboard ship, write to your family as soon as possible. All the words at the command of the Navy cannot take the place of a brief note from you.

Seven months after the *Big City* went down, a letter such as this may be sent from BuPers:



Official U. S. Navy Photograph

BUSY BUPERS PHONES are these in Casualty Section, which answers inquiries of anxious relatives. Wave in foreground notes information sought by caller as others answer questions, look up information in files.

"Mr. Frank Quigley
"R.F.D. No. 1
"Mohican, Kansas

"Dear Mr. Quigley:

"On 1 December 1943 you were informed that you son Roland Quigley, Chief Electrician's Mate, United States Navy, had been reported as missing in action and you were assured that any additional information which became available would be given to you. The Navy Department has now learned that mail with your son's name on it has been mailed from Japanese territory.

"While your son has not been officially reported by the Japanese government as a prisoner of war, the mailing of this correspondence is regarded by the Navy Department as acceptable evidence that he is in fact a prisoner of war.

"From information received by the Navy Department it is believed that your son is being held in Malaya Prisoner of War Camp, Japanese territory.

"The Prisoner of War Information Bureau, Office of the Provost Marshal General, War Department, Washington 25, D. C., has jurisdiction over all matters pertaining to prisoners of war, and will write to you and explain the proper way in which mail may be sent to your son.

"The Navy Department joins you in the hope that your son will return safely to you and his home.

"By direction of the Chief of Naval Personnel.

Sincerely yours."

Quigley's story slowly develops as additional scraps of information trickle back to the Allies—to ONI, to Red Cross centers, to the International Red Cross Office at Geneva, to military short-wave monitors on both coasts, to patient guardians of the air waves who pick up broadcasts from Japanese camps, and to the parents who receive heavily censored postcards.

Usually, however, first information about our men interned by the enemy comes in the form of cables from the International Red Cross at Geneva. These cables, based on advices from the enemy, are sent to the Prisoner of War Information Bureau in Washington. Patient checking of the lists frequently reveals a Navy person. A telegram is immediately sent by BuPers to the next of kin.

It is because of such cases as Quigley's that the Navy is reluctant to make a finding of presumptive death unless, after 12 months, the facts are almost incontrovertible. Under the law, findings of presumptive death cannot be made in regard to personnel "missing" for less than 12 months.

When a ship such as the *Big City* goes down in the vicinity of South Pacific islands, it is not uncommon to have men swim ashore, hide out from the Japs for weeks and eventually make their way back to safety. In that case, the following wire immediately is dispatched to the next of kin:

THE NAVY DEPARTMENT IS GLAD TO INFORM YOU THAT YOUR SON VERNON LANGLEY COXSWAIN USN PREVIOUSLY REPORTED MISSING FOLLOWING ACTION IN THE PERFORMANCE OF HIS DUTY IS NOW REPORTED TO BE A SURVIVOR. HE WILL DOUBTLESSLY COMMUNICATE DIRECTLY WITH YOU AT AN EARLY DATE INFORMING YOU AS TO HIS WELFARE AND WHEREABOUTS. THE ANXIETY

CAUSED YOU BY THE PREVIOUS MESSAGE IS DEEPLY REGRETTED.

VICE ADMIRAL RANDALL JACOBS
THE CHIEF OF NAVAL PERSONNEL.

No problems in notification of next of kin are more difficult than those surrounding the Armed Guard crews on our merchant ships. These officers and men are in reality on detached duty on merchant ships the world over.

There was the case of the SS *James W. Denver*, for instance, whose crew turned up at five different locations thousands of miles apart, and over intervals ranging from a couple of weeks to about two months.

In another sinking—that of the SS *Henry Knox*—survivors were picked up by natives and taken to the Maldive Islands in the Arabian Sea. Eventually they reached mainland.

Because of the worldwide traffic of our merchant ships, these examples illustrate the difficulty of ascertaining the status of "missing" Armed Guard personnel.

Notifying the next of kin of naval casualties is grim business. Everyone connected with the work realizes that one error in notification could result in untold unhappiness. From the moment the dispatch arrives announcing the casualty to the Navy Department until the last possible step has been taken to assuage the grief of loved ones left behind, BuPers works with utmost diligence and consideration.

The Navy endeavors, when practicable, to notify the next of kin of casualties before public announcement of a ship loss is made. On occasion, although rarely, announcement of the loss has been made before the casualties have been known, when the release did not compromise security.

During July 1943, for example, this procedure was followed in announcing the loss of the USS *Helena*, the USS *Strong*, and the USS *Gwin*, and, more recently, the USS *Liscome Bay*.

When this does happen, the Casualty Section is deluged by calls, telegrams and letters from the next of kin of officers and men aboard.

And even though the news story or radio report clearly states that the next of kin have been notified—as is the case 98 times out of 100—the gnawing anxiety of the folks at home will drive them to 'phone, wire or write about their individual Navy officer and enlisted man.

No information about a casualty or about a man whose safety is even questioned is given over the telephone until his status has been carefully checked. In any event, it is standard practice for everyone in the Casualty Section to make the most complete check in every case where next of kin is to be informed of a casualty.

How to Report a Casualty

Commanding officers must report casualties specifically under one of the following heads:

(a) *Dead* (giving cause)
(b) *Killed in action*
(c) *Killed* (not as a result of enemy action)
(d) *Wounded in action* (to such a degree, that is, as to require hospitalization)
(e) *Injured* (to such a degree as to require hospitalization, but not as a result of enemy action)
(f) *Missing in action*
(g) *Missing* (not as a result of enemy action)

Such phrases as "lost," "perished" or "missing and presumed dead" should *never* be used.

The first step in notification on a new casualty is to make positive the identification of a man named in the dispatch from the commanding officer.

When casualties occur outside the United States, the commanding officer notifies the Secretary of the Navy, who empowers BuPers to inform the next of kin.

When the casualty takes place within the continental limits of the United States, the commanding officer notifies the next of kin directly, at the same time sending word to the Navy Department of the casualty.

With the scores of possibilities of error resulting from similarity of names, garbles in transmission, meager identification and inevitable human mistakes, it would be foolhardy to make notification without a complete check.

Not only is the man's or officer's jacket studied to see that his page nine or orders show him attached to the ship which has been hit, but also his Family Allowance jacket, muster roll, beneficiary slip, and any other possible source of information, are checked before the unit releases word.

Casualty messages are sent to the next of kin by telegraph. The messages originating in Washington are never delivered between 2200 and 0700. They are delivered by messenger except in the most unusual cases, such as having the addressees reside many miles from the nearest telegraph office. Even then a special courier is generally hired to carry the message directly to the home. Whenever possible, the telegram is given to the "man of the family."

Receipt of word of casualties in BuPers sets in motion the complex process of notifying not only the next of kin but also all naval and other activities which would bring aid to the beneficiaries (see box below).

For all this grimness, the task of notifying the next of kin has its compensations in the genuine gratitude and stouthearted bravery evidenced by those who receive the messages.

The correspondence reaching the Navy Department from the next of kin who have been informed of a casualty is a tribute to the fundamental

Activities Notified In Event of a Casualty

Following are some of the activities which must be notified by the Casualty Notification and Processing Section on most cases the Section handles:

1. BuS&A, Field Branch, to cancel or change allotments, to settle pay accounts, to pay six months death gratuity, to cancel fidelity bonds in the case of bonded officers and to terminate family allowance payments.

2. Veterans Administration, for insurance and pensions.

3. General Accounting Office, for final settlement of all accounts.

4. Bureau of Medicine and Surgery, to complete health records, to prepare death certificates, to record the place of burial and be prepared to make arrangements for transfers of bodies after the war of those who die outside the continental United States.

5. Public Relations, so that the home-town papers, etc., can be notified.

6. Navy Relief, so that it can extend its benefits.

7. Fleet Post Office Directory, so that it can arrange for returning mail.

8. Various BuPers activities, such as Files, Officer Distribution Division, Fitness Reports, Reviews, Officer Performance, Service Records, Appointments and Promotions, Status Changes and Detail Section.

9. Medals and Awards.

10. Navy Register.

11. The Prisoner of War Office of the Navy, and the War Department Prisoner of War Information Bureau.

12. The Commandant of the Naval District in which next of kin reside, so that a Chaplain may call, if practicable. It has been the practice on casualties occurring in the Washington, D. C. area to have the Chaplain visit the next of kin but under new arrangements this practice has been enlarged to encompass all United States areas where possible.

13. American Red Cross.

14. Special notification is made in some instances to one or more of the following: Merchant Marine Reserve, the Naval Mutual Aid Association, Navy Athletic Association and the United States Naval Academy.





IN GRATEFUL MEMORY OF

John Paul Smith

WHO DIED IN THE SERVICE OF HIS COUNTRY AT

Pearl Harbor, T.H., attached U.S.S. Arizona, 7 December 1941

HE STANDS IN THE UNBROKEN LINE OF PATRIOTS WHO HAVE DARED TO DIE
THAT FREEDOM MIGHT LIVE AND GROW AND INCREASE ITS BLESSINGS.
FREEDOM LIVES, AND THROUGH IT, HE LIVES—
IN A WAY THAT HUMBLES THE UNDERTAKINGS OF MOST MEN

Franklin D. Roosevelt
PRESIDENT OF THE UNITED STATES OF AMERICA



Official U. S. Navy Photographs

Ashore, on a South Pacific island (left), or afloat, on a U. S. carrier (right), men who died in the service of their country receive final honors. In center is Presidential Accolade sent to family.

greatness of American people in time of war.

The vast majority of those writing to the department show a courage, a resolve, and a dignity which never could be exhibited except by those who love freedom and their country.

For instance:

"Dear Mr. Secretary:

"Mrs. —— and I deeply appreciate your letter of sympathy. We apologize for not having acknowledged it long before this, but it has not been until recently that we have felt we were able to do so.

"There are times when it is almost impossible to accept the truth, and this is one of them. Evidently it was not for us to be one of the fortunate parents to welcome our son home after the war is over.

"Since the birth of this nation, no generation has escaped a war, and this one was not to be the first exception. It seems a shame that nations can't live together in peace and contentment. The cream of the country must suffer for the wrongs of others. It was ever thus and probably will never be otherwise.

"The Navy Department was most kind to us during our days of anxiety and its kindness is most appreciated.

Sincerely yours."

Another:

"Dear Mr. Secretary:

"Mrs. —— and I wish you to know that we are deeply touched by your letter of sympathy to us on the loss of our son who died in a training crash in this country. We wish also to tell you about the fine courtesies and sensibilities of your officers and men concerned, in all official matters, from the time of the death through the burial at Arlington and later ceremonies. Official form and individual discrimination were perfectly blended.

"In particular we wish to report the fine courtesy of the commanding and other senior officers of our son's squadron. In going far and above the call of formal duties, these officers did much to ease the shock to us. Neither of us could have supposed this to be possible had not your officers done it.

"As a result we both have a new feeling about the Navy—a feeling that it belongs to us personally and that it regards itself as part of the nation rather than as a profession only. Staffing with such men is the best security for a nation of free men; for, in such a nation, continuing concert in action can be nourished only by kinship of spirit made manifest through kinship of sympathy.

Yours sincerely."

One more:

"My dear Mr. Secretary:

"I should like to thank you for your letter of the tenth, extending your sympathy for the loss of my husband in the explosion of his ship.

"It has been a privilege for the last three years to have known of the fineness of the Navy through my husband. Since his death, I have been deeply grateful for the unusual thoughtfulness and consideration shown by every officer and seaman connected with the loss of his ship.

"It must be particularly gratifying that the efficiency of the Coast Guard and hospitals are responsible for the saving of such a large number and for their remarkable recovery from both injury and shock.

"There must be further satisfaction in learning that after the explosion without chiefs or officers, the men conducted themselves in a way, I am told, that was inspiring and truly a credit to their naval training.

"May I, again, express my appreciation for your letter.

Sincerely yours."

This unselfish exhibition of character is a driving force in keeping the Bureau ever aware of the consideration which next of kin should receive in every case.

Often photographs appear of American prisoners in enemy camps. These always lead to mountains of inquiries from relatives of missing men, who are certain that the men in the photograph are their missing ones. This leads to long, diligent investigation and correspondence to verify the pos-

Breaking the News . . .

You may have anyone you wish inform your family in the event you become a casualty. Many indicate they would like a close friend or relative or the pastor to break the news, should it ever become necessary.

The Navy will respect your wishes scrupulously. It will notify whom you select; otherwise, the next of kin.

You may designate persons outside your immediate family whom you'd like to have informed in case anything happens. This will also be done.

Some persons have said they want word withheld until a certain date—perhaps until a baby can be born. This has occurred in several instances and the man's wishes have been carefully fulfilled.

If for any reason you wish to change or add to your list of those you'd like notified—or if there is a change of address—be prompt about notifying the Bureau. It's for your sake—and theirs.

sibility or to disprove it eventually.

There are also the countless letters from persons who have not heard from their servicemen in some time. The dominating fear, of course, is that the man is a casualty, and it takes no small amount of reassurance that he is safe and well and that he may send and receive mail via the Fleet Post Office.

The men themselves could spare their next of kin much anxiety and the Navy a great deal of work by sending an occasional note home.

This is particularly true in view of the immense amount of scuttlebutt—some of it Axis propaganda—that ships have been lost when actually they have not even been hit.

The many "service" agencies, such as the Red Cross, the veterans' organizations and the Veterans Administration, carry on voluminous correspondence with BuPers and there are also many reports from the Fleet upon which BuPers bases much of its correspondence to the next of kin. These include supplementary reports of death, giving fuller details of a casualty, and letters of condolence.

These latter must be cleared by BuPers, because often the casualty is being carried in a missing status, as required by law, whereas the commanding officer might refer to him as "lost," implying prematurely that he is dead.

Personal effects of naval casualties are routed to Naval Supply Depots at Scotia, New York, or Clearfield, Utah, and are released to the next of kin from there at the direction of BuPers.

In certain cases where there may be trinkets or valuables of a highly sentimental or economic significance, these effects are forwarded directly to BuPers for appropriate handling.

Often clothing and other effects in excess of allowances are shipped by the men to the folks at home without an explanation. This causes untold anxiety until the man has written or BuPers has been able to determine that he is alive and well.

Typical of the daily correspondence which the Bureau receives are the following letters (all names changed):

"Navy Department
"Kind Sirs:

"Could there be any information of Oliver G. Silver? My mother can hardly stand just waiting and waiting, and not knowing anything. Once I saw in the paper where an H. D. Collier oil tanker was torpedoed in the Arabian Sea. Was Oliver G. Silver on that ship? And if so did an explosion follow? Could you please give us any information or do you think there could be any chance of his being a prisoner of the Japs? Please give us what information can be let out to us, as we are very anxious to know about my brother.

Sincerely yours."

Some DOs and DON'Ts in Reporting Casualties

Casualty Notification and Processing personnel know that commanding or senior surviving officers have more to do than to sit down and write out long dispatches about who was "missing" and who "saved". They are more concerned by far with rescuing the "missing" and with getting survivors to a place where they can be fed and clothed.

But every man who has gone to sea realizes what it means to the next of kin to receive some word of certainty—no matter how sorrowful—about their men.

Here are some DOs and DON'Ts for senior surviving officers and for the men themselves to help get word quickly and correctly to the wondering ones at home:

Provide all details possible as to *full* name, serial or service number, rank or rating, and branch of service. These greatly help identification in a Navy of some 3,000,000 with more than 21,000 Smiths and 15,000 Joneses. Too often, only the barest details are available, and these may be garbled in transmission.

Use the correct description of the casualty status. Do not say a man is "lost, presumed dead" when you mean he is "missing." Public Law 490 as amended clearly defines the "missing" status, and the Bureau must be guided by the law. It is perfectly proper and desirable to make a further report, changing a man's status from "missing" to "dead," when all evidence points to that conclusion after exhaustive search. The Judge Advocate General usually concurs in the commanding officer's belief.

Send letters of condolence which conform to the facts already sent to the Bureau. Condolence letters from senior surviving officers are considered one of the finest sources of comfort to the bereaved. Almost universally these letters are warm tributes to the memory of the man who has made the sacrifice. But when the senior surviving officer has notified the Secretary of the Navy that he considers a man as "missing" and then inadvertently writes in a letter to the next of kin his regret at the "loss" of the man, he starts a barrage of correspondence and doubt on the part of the family which sometimes takes months to quiet.

Copies of condolence letters, together with the originals, are to be directed via BuPers. This often prevents such errors. And these letters are often the first notice of casualty the Bureau has had, because of strained communications in wartime.

Chaplain's letters are also a source of deep gratification to the next of kin. The solace which such letters bring is almost beyond measure.

When a chaplain holds a memorial service and writes a description of it in the letter, he ought to be careful not to imply that the man is dead, when he is actually being carried in the "missing" status. When such a letter does reach the Bureau for forwarding, a covering letter explaining the situation must be written. A striking example of what can happen if a casualty status change is not reported is the receipt of photographs of markers of graves of men who have been listed as "missing."

The commanding officer is urged to caution the crew to use the utmost care in filling out their beneficiary slips and other papers indicating next of kin and heirs.

He is also requested to forward personal effects of dead or missing personnel to the Naval Supply Depot at Scotia, N. Y., or Clearfield, Utah, and to send records, properly closed out, to the Bureau.

When death occurs outside the continental limits of the United States, burial is to be made at the place of death—either at sea or in Allied territory.

Best guides for proper notification to the Navy are Article 908 of Navy Regulations and Article D-9601 of the BuPers Manual, as well as supplementary Alnavs (see references listed at the end of this article).

Above all, it is well to remember that almost as tragic as notification of a real casualty is notification to the wrong next of kin resulting from some omission or error in advice to the Navy Department.

* * *

Another:

"Dear Sir:

"Received my check for the six month death gratuity in the case of my son Howard V. Torkel F2c USN and thank you very much. My son gave his life. Will he receive a medal? It is important that I keep all records of each one as I have three other sons in the Navy. Thanking you again for all your help, I always remain,

A Navy Mother."

Over the signature of the President, an accolade is issued to commemorate the sacrifice of all who have died in service. These are beautiful documents in scroll and Old English type expressing appreciation in behalf of the nation. They are sent in sturdy cardboard tubes to next of kin as permanent mementos honoring the valor of our dead.

These accolades bring forth many letters of pleased and sincere thanks.

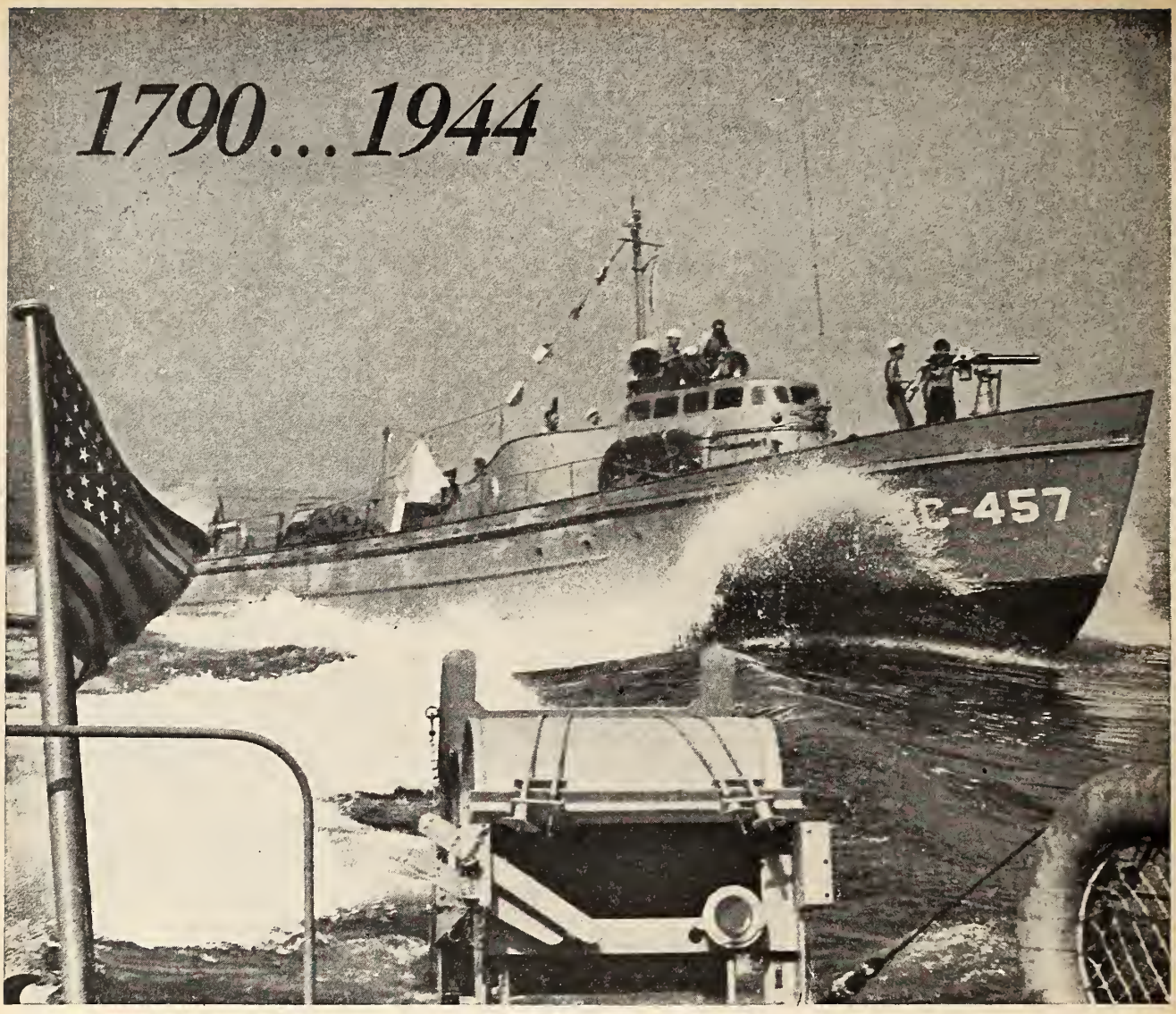
One of these letters reads:

"Gentlemen:

"This is to acknowledge receipt of the Memorial Accolade for my son Vernon Leonard George, who gave his life at Pearl Harbor. I am sincerely grateful for this tribute to his memory from our President and in behalf of my son I forward my sincere thanks."

(Continued on Page 62)

1790...1944



SUB BUSTERS: These 83-foot Coast Guard cutters helped chase U-boats from U. S. east coast. During the invasion of Normandy such "match boxes" saved more than 800 Allied soldiers and sailors from drowning.



Official U. S. Coast Guard Photographs

SMOKE SCREEN is laid down by a Coast Guard-manned LST during a landing in the Southwest Pacific, where—as in other theaters of war—CG invasion craft operate side-by-side with Navy vessels.

THE U. S. COAST GUARD, established by Congress on 4 Aug. 1790 as the Revenue Cutter Service, observes its 154th anniversary this month with more than 169,000 officers and enlisted personnel serving on all major war fronts.

In time of peace the Coast Guard, operating under the Treasury Department, is mainly concerned with protecting life and property and enforcing Federal laws at sea. During war or national emergency it becomes part of the Navy, as it did 1 Nov. 1941.

Coast Guardsmen were at Tulagi and Guadalcanal. They manned landing barges at Tarawa and Makin, helped storm beaches in the Marshalls and New Guinea. They operated assault transports and landing craft at Saipan and were very much a part of European operations from North Africa to Normandy.

It's no wonder, then, that Coast Guardsmen would:

. . . like to find the guy that
named the Coast Guard,
And find out just what coast he
had in mind . .



ICE is removed from navigation buoy by Coast Guardsmen using axe and stream of water.



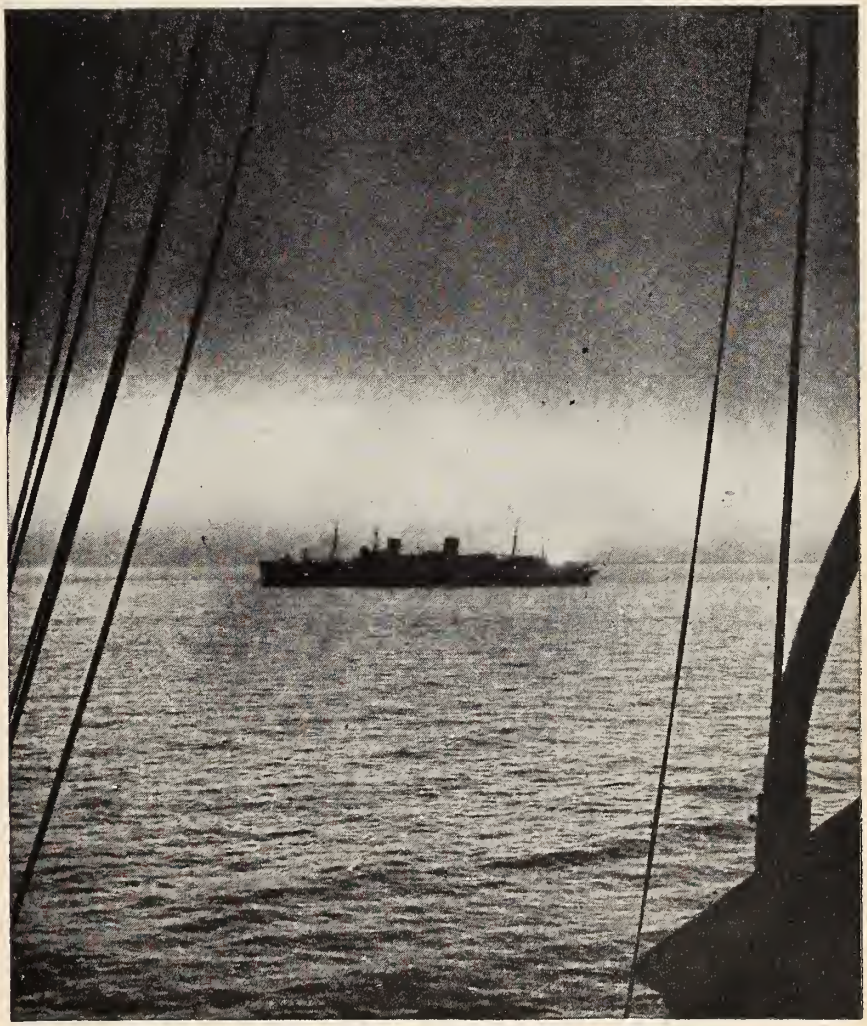
D-DAY OFF NORMANDY found these Coast Guard-manned LCI(L)s, protected by barrage balloons, moving across the English Channel as part of huge Allied armada for the assault on the French coast.



U-BOAT, riddled by gunfire, is about to sink after encountering Coast Guard cutter "Spencer."



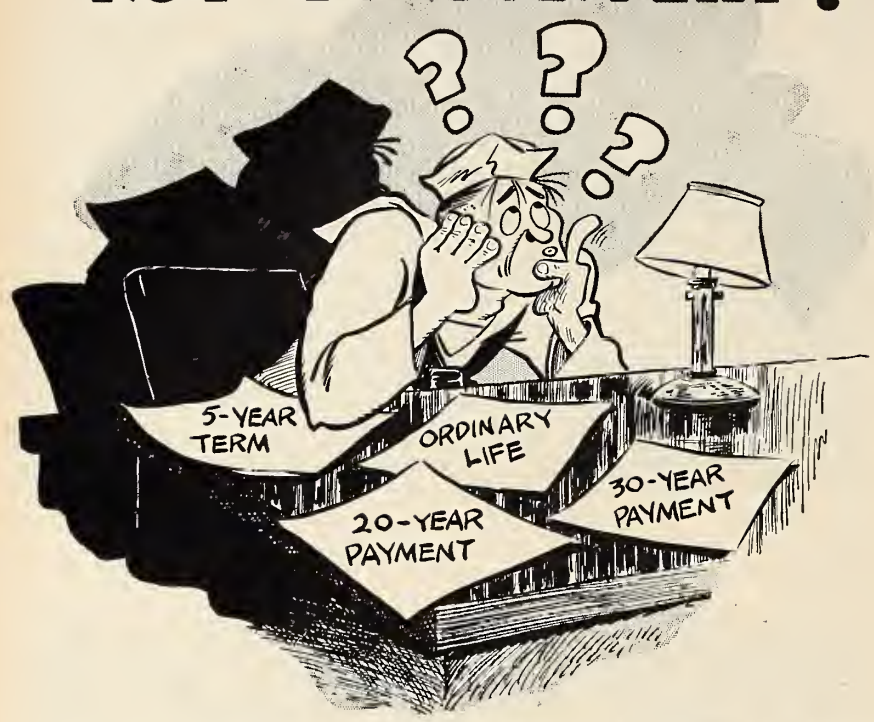
GEYSERS are raised by bombs dropping close to Coast Guard ship as gunners fight off Jap planes.



Official U. S. Coast Guard Photographs

USS WAKEFIELD, formerly the liner "Manhattan," is back in the fight as a Coast Guard transport after being damaged early in the war. This recent photograph shows her silhouetted against the setting sun.

TO CONVERT... OR NOT TO CONVERT?



IT had been obvious even before he spoke that the seaman in the insurance office was really stumped.

"Sir," he began, when his turn came to take a seat at the insurance officer's desk, "I would like to know whether or not to convert my National Service Life Insurance."

His question—to convert or not to convert?—is one that's being asked hundreds of times a day by naval personnel on duty around the world. And it's one to which no quick answer, covering all cases, can be given. A general discussion of the advantages and disadvantages of conversion may, however, help you to reach the best decision in your own case.

To refresh your memory, it might be worthwhile to remind you of the basic facts of National Service Life Insurance before pointing out the pros and cons of conversion.

- National Service Life Insurance is originally issued to you on a five year basis (Five-Year Level Premium Term), and will expire five years from the effective date of your policy under the present law.
- After being in force at least one year, your term policy may be changed (converted) to a permanent plan of insurance, namely: Ordinary Life, 20-Year Payment Life or 30-Year Payment Life.
- A maximum of $10,000, or any portion in multiples of $500 (minimum $1,000), may be converted. Any part you do not convert may be continued on the term basis or discontinued.

You may be anxious to convert now, in order to gain the advantage of a permanent insurance policy while still at a young age. In normal times with normal mortality experience, such practice is generally believed wise because it makes possible lifetime protection with fixed premium, at low cost. In addition, it provides a secure and systematic savings program through cash and loan values plus paid-up insurance and extended-term insurance provisions.

Unless you're fairly familiar with the technicalities of insurance, the previously mentioned terms probably need further explanation and clarification.

Cash value means that, at any time after one year, you can turn in your policy for cash, whereas the holders of term policies will have had insurance protection only. All permanent forms of National Service Life Insurance have a cash value at the end of the first policy year, which is available for an emergency; but, once surrendered, the insurance cannot be reinstated.

Loan value means that you can borrow up to 94% on your cash value, at an interest rate of 5% annually. This loan remains a lien against the policy and can be repaid at any time in full or in amounts of $5 or any multiple thereof. It should be repaid as soon as possible, to avoid interest charges.

Paid-up insurance works this way: Mike Garrity, Y1c, after leaving the Navy, converts his term insurance to a $10,000 Ordinary Life policy, at age 25. Five years later, Mike has a cash value of $457.60. His paid-up insurance value at the end of five years, according to insurance tables, would amount to $1,186.60. That is, instead of cashing in his converted policy, Garrity drops his Ordinary Life policy and applies for a paid-up insurance policy for $1,186.60 and thus has insurance for life for this amount, with no additional premiums or payments of any kind.

Extended-Term Insurance provides that your policy will be extended *automatically* as term insurance any time after the first year (on any policy except the Five-Year Level Premium plan) if you should, for any reasons, not be able to pay the premiums when due. For example, Mike Garrity, after having his Ordinary Life policy in force for five years, is forced by financial hardships to stop payment of premiums. Mike would be able to cease payments and still have $10,000 insurance protection for nearly six more years. Of course, he can reinstate his Ordinary Life policy at any time by payment of back premiums, plus interest, and submitting proof of health satisfactory to the Veterans Administration.

How to do it

Your insurance may be converted at any time when it is in force, after you have had it for one year and before the end of the five-year period (without taking a medical examination), into one of three types of insurance plans:

Ordinary Life is the lowest-costing form of permanent insurance—but you must always pay the premiums as long as you live.

20-Year Payment has the highest premium rate of the three plans, but is all paid up in 20 years, and the insurance continues in force for the remainder of your life for the face amount of the policy.

30-Year Payment is the same as the 20-Year Payment plan, except that you pay for 10 years longer, and at the end of that time the policy is all paid up. Like the 20-Year Payment plan, this insurance continues in force for the remainder of your life for the face amount of the policy.

All you need do is complete Veterans Administration Insurance Form 358, in duplicate—the original being sent to Veterans Administration, the copy being retained by you.

If available, your certificate of National Service Life Insurance also should be forwarded to the Veterans Administration in order that it may be properly endorsed.

Unless you pay your premiums directly (which is not recommended while you are in the service) you

should not send these forms to the Veterans Administration until the officer carrying your pay accounts has (a) registered a new allotment for the increased premiums and (b) stopped your previous allotment.

You have a choice

If you should choose to convert, you must also decide whether you wish your new insurance to be effective as of the present date, or to have it dated back to the time your National Service Life Insurance originally became effective or to any date on which a premium was due.

The first optional method you may select is entitled, "As of current effective date," meaning that the new policy selected may be effective as of the date *any current premium becomes due.* The premium rate on your new policy will be the rate for your then attained age. This is your age on your birthday nearest the effective date of the new policy selected.

Or you may desire option Number 2 which is "At a date prior to a current effective date." In other words, the new policy you select may be effective as of the date *any premium has become due,* including the original effective date of first policy. But the difference in reserve between your term insurance and the new plan of insurance selected at this time must be paid. You may be advised of the amount by writing to the Director of Insurance, Veterans Administration, Washington 25, D. C. The required reserve amounts to, roughly, the difference in premiums between the amount paid for the term policy and the amount which would have been paid had the insured converted at the younger age selected, plus interest on the difference. The new premium rate is that for your age on your birthday nearest the effective date of the new policy selected.

National Service Life Insurance

GUARANTEED VALUES

(Figures are for $10,000 policy taken at age 25)*

END OF POLICY YEAR	CASH VALUE	PAID-UP INSURANCE	EXTENSION	
			YEAR	DAYS
ORDINARY LIFE				
1	$ 86.00	$ 237.80	1 and	34
2	174.70	475.50	2 "	87
3	266.10	712.80	3 "	158
4	360.40	949.90	4 "	249
5	457.60	1186.60	5 "	354
20-PAYMENT LIFE				
1	$ 178.10	$ 492.40	2 and	110
2	362.40	986.30	4 "	294
3	553.10	1481.60	7 "	193
4	750.60	1978.40	10 "	166
5	954.90	2476.10	13 "	195
30-PAYMENT LIFE				
1	$ 123.00	$ 340.00	1 and	210
2	250.10	680.70	3 "	91
3	381.40	1021.60	5 "	9
4	517.10	1363.00	6 "	329
5	657.30	1704.44	8 "	321

**For policies taken before age 25, amounts are less than shown here; for policies taken after age 25, they are larger.*

Why NOT to convert now

However, conversion is not encouraged by the Navy Department at this time.

Why? Because, if you're in the same boat as most servicemen, you will probably be better off by continuing your term insurance plan, rather than by changing to one of the higher premium permanent plans of insurance. You are getting *maximum* protection for *minimum* outlay.

The benefits that would be payable to your beneficiary are identical for both the term and the permanent (converted) plans of insurance. Incidentally, many policyholders have the MISTAKEN idea that the present National Service Life Insurance Act permits a lump sum payment to the beneficiary of the permanent plan, in the event of the death of the insured (policyholder).

Moreover, as long as your term insurance is in force, you may convert at any time (after the first year and within the five-year period) to one of the permanent plans of insurance, regardless of whether you are in or out of the Navy. This privilege of conversion applies even though your premium payments are being waived (paid by the Government) because you are totally disabled.

It is well to keep in mind that, after the war, a possible temporary decrease in your earning power might force you to stop payment on the higher-premium permanent plan of insurance. If you continue the low-premium term insurance, you might be financially able to maintain such insurance protection during this period of lower personal income.

Not so long ago, improper conversion resulted in a serious handicap to the dependents of an aviation machinist's mate. In spite of advice to the contrary, the enlisted man changed his term insurance to the 20-Year Payment plan. He chose to reduce the amount of the term insurance he was carrying from $10,000 to $5,000 in order to handle the increased outlay.

A short time later, he was fatally injured in a plane crash. His wife and small child were thus entitled to only 50% of the benefits they would have had for the full amount of insurance on the original insurance plan.

The best bet for most servicemen will probably be to by-pass conversion for the duration. However, if you feel your case is exceptional, consult your insurance officer and profit by his advice.



Submarine Stories:

Reputations Hang On a Pinch of Salt

By CECIL FINKS, USN
Chief Commissary Steward

The author of this article, who hails from Toledo, Ohio, has been in the Navy seven years and has served in submarines six years. He has made eight successful submarine war patrols and will soon have expanded that record. Previously to his naval service he had civilian experience as a cook, and he knows Navy cooking by having come up through the succession of ratings to his present one. Moreover, he has trained many other cooks and bakers at the Submarine Base and School, New London, Conn.

SUBMARINE chow is famous! That much goes without challenge. Everyone in the Navy says so, and everybody on the outside knows the reputation of submarine food.

Yet, it didn't become famous by accident. That is why I would like to introduce the submarine cook, whose reputation often hangs on a pinch of salt or is drowned in a cup of soup.

Submariners have fastidious appetites. They want, deserve and assuredly get the best in food. They also get the best cooks, and, as a result, the competition for submarine cooks is almost as spirited as a "battle surface" against a surprised enemy. A submarine cook's reputation is like the seat of his trousers; it follows him everywhere.

You will hear stories all the time that submarine crews lose weight on their submarine patrols. Don't believe it. Men on my submarines didn't lose weight on patrol. They lost weight when they came ashore. When they came back after liberty, we put them back into shape.

From all this, you will see that submarine cooks are very jealous of their reputation—more jealous perhaps than the chefs of New York's leading hotels. And that reputation is hard to earn when you are working for such practical critics as a healthy submarine crew.

This is the first of a series of articles which the INFORMATION BULLETIN *will publish on life in the submarine service.*

We encounter disadvantages, too.

For example, here's a disadvantage that we meet rather frequently. Whenever a submarine is under attack and is rigged for depth-charging, the electric power to the ovens is shut off. Suppose you had a batch of bread in the oven when the attack began. Off goes the power. That's one batch of bread that will never be served.

On my sub one night (and I can't go into details) I lost three batches of bread that way. But I had fresh bread for the crew the very next morning. Submarine cooks are like that. They are submariners; they have to work just as hard as the engine room gang or the torpedo gang.

The perfect submarine cook is the one with the greatest imagination. He is always dreaming up surprises for his shipmates. I mean surprises like fudge, pecan brittle, hot apple pie . . . and many others.

These are not the regular dishes we serve at the regular meal hours. These are what we call "extras." There is nothing that will make a cook more popular than his "extras."

Electric ranges on the submarines never grow cold. They are busy night and day. During the day they are used for the regular meals. As soon as the meals are over, the baking starts.

Of course, when you start to bake a batch of bread for the next day's meals, you know that it is a foregone conclusion that you will have to bake two batches in order to salvage one. We always plan on two batches.

A submarine is not so large, and aromas have easy access to the whole boat. That bread being baked smells almost as sweet to the men in the forward torpedo room as it does to the man in the galley. The result is that as soon as the bread is out of the oven, along come the torpedomen.

Then come the signalmen, crowding by the motor machinist's mates or the quartermasters. Or perhaps the captain and the executive officer feel hungry just at that moment, and they, too, will have slices of fresh bread supercharged with jam. The parade never ends.

It would be futile to hide the bread, and we wouldn't want to do that anyway. We found that the best way was to put the fresh bread on the mess tables in the crew's quarters. When we expose it this way, we save more. To attempt to hide it only sharpens the appetites of more and more people.

Every submarine crew has one or two famous eaters—people who eat all the time. Usually we call such people "seagulls." But on one patrol we had a signalman who ate so much that the ordinary title of "seagull" wouldn't fit.

The crew named him "Bubblegut." He was always complaining he was hungry.

As an experiment on the morning of our last day out of port, we tried to see if we could separate him from that hungry feeling. For breakfast he had 21 hotcakes and 21 ham sandwiches, along with liberal portions of hot coffee and other available snacks.

But he was still hungry when we docked at noon. Since we were just finishing a patrol and were starting our liberty period, no meal was going to be served aboard the submarine that noon. As soon as liberty was granted, Bubblegut dashed for the submarine tender — where luncheon was being served.

One of the problems a submarine cook must meet in order to keep his reputation intact is to be able to satisfy sectional tastes. A cook would not be expected to perform such artistry on a surface ship — but on a submarine it's different. Hominy grits must taste as homelike to a man from Mississippi as beans do to a lad from Boston.

This takes skill, and skill won't come from just an occasional peek into the Navy's standard cook book.

I found that one way to satisfy the tastes of hungry submariners is never to make a dish look or taste the same way twice. Of course, I follow the same general principles, but I always manage to make some slight change.

For example, take eggs. There are almost as many ways of serving eggs as there are points on the compass. They can be boiled, fried, creamed, poached, scrambled or sliced. The ways of working them into an omelet are many. To a man with an imagination, eggs need never be served the same way twice, unless the crew have some favorite way on which they insist.

One point I learned long ago. A man's memory about food is a strange thing. He can remember his past meals only so far and no farther. For example, I defy any person to tell me what he had for lunch on Tuesday noon two weeks ago, unless there was some significant incident to make him remember.



Yet, if he gets scrambled eggs three times a week served in the same way, he will soon be heard to complain: "Why do we get scrambled eggs all the time?" A good submarine cook never hears such complaints.

Eating is an important part of a submariner's life, and that is why imagination is an important ingredient of every dish a submarine cook prepares.

Pie is a favorite dish of the submariners. They never complain about pie. Every time we bake a batch of pies, we begin distributing them to the various compartments of the boat as soon as they are cool enough to be eaten.

We don't even give the torpedomen a chance to come to the galley for them. We beat the gun and distribute them right away. That makes submariners happy.

Another point. When the lookout watches are being changed, we never



send the new lookouts up to their posts hungry. We always have hot soup and cinnamon buns ready for them, as well as for the watch just relieved.

I think that the aroma of pork and beans creates more work for the submarine cook than any other thing. There's something good about the smell of pork and beans. Perhaps it brings visions of home. I think it does.

On one recent war patrol, we carried 1,200 pounds of tinned pork and beans. No matter how many times we served them, the crew kept begging for more. When we reached port, we didn't have a single tin left. But, none of this pork and beans was served at any of the regular meals. It was served only for night snacks.

Steak, fried chicken and hamburg and onions are the other dishes which have a tantalizing odor which creeps about a submarine. When there is a wonderful odor as a preface to a meal, it is a wise thing to have extra portions ready. We do.

The only time when the appetites



of submariners diminish is when there is great tension. I remember on one particular patrol which was outstandingly successful that we were at battle stations from Christmas Day to New Year's almost without let-up. We ended up on New Year's Day with a "battle surface."

During all that time, no man was doing much eating. No one was hungry. The men were living on their nerves, and they were too busy to think much about food. Finally, after the successful gunfire of the battle surface, our job was finished and we started home. Then, there occurred such an eating marathon as has seldom been experienced. I have never seen a group of men so hungry. I thought they would never stop eating.

Submarines take on patrol only foods of good keeping qualities. Submariners just won't eat dehydrated foods. The potato supply usually has ended after 30 days, and the eggs are all gone after 45 days. Then the submarine cook's problems begin. It is no easy matter to make submariners forget potatoes and eggs. But every good submarine cook knows a few dodges. Men never get tired of food if it is made interesting. And there are many ways of making food interesting.

Submarine cooks have to be able to take a considerable amount of joshing and good-natured complaint about their cooking. The best defense is to hand the joshing back. Cooks on submarines can't hide from the rest of the crew. Everyone knows who baked the pies, made the bread and broiled the steaks. Usually the ones who complain the most are the ones who eat the most. Now and then a good practical joke is a great boost to morale.

On one patrol we had another gargantuan eater whom the crew called "Light Lunch." He was always poking into the galley. He would eat anything in sight.

A submarine is about the only ship in the Navy where this is permitted. On a submarine, a man can eat at any time he likes. One of the privileges he obtains the day he steps aboard a sub-

marine is to rifle the chill box. Every man is expected to do it, and all do.

One day while Light Lunch was hovering about the galley complaining of his hunger a striker was baking some banana cream pies. There is nothing so enticing to a gourmand as a banana cream pie.

From experience, the striker knew that Light Lunch would eat the first thing that was available. Accordingly, he began to prepare a special pie. Into one of the pie shells he packed a whole dish of mashed potatoes, and then he carried off the deception by smoothing off the top so that the pie looked exactly like the others, and into the oven it went with all the rest.

The potatoes were soon of a fairly solid subsistency, but the general appearance was beautiful. When it came from the oven, the striker took a small wedge out of this special pie and left the pie in its dish, with a knife close aboard. It was a tasty-looking temptation.

Sure enough, Light Lunch was soon back. Following his usual custom, he reached for the pie and began to cut himself a sizable hunk. But the temptation was too great, and there was larceny in his heart that day. He decided to have the whole pie — and to have it by himself.

As it happened, the submarine was operating on the surface, and Light Lunch carried his booty up to the cigarette deck and began to munch. He had nearly finished the pie before his memory caught up with his palate.

"I say — what is this," he began, but his complaint was drowned in laughter, for the whole crew had been tipped off to the horseplay.

All jokes don't end that way.

One day when we were in an Allied port, a cook from one of the Allied ships came aboard. Sailors are hungry people the world over, so we decided to have a laugh at his expense.

That morning we were baking lemon meringue pies, but we had several pie shells which we yet had not filled. Into one of them we poured great gobs of mayonnaise, which we knew would resemble the lemon filling. Into the oven went this pie, and soon it was out again, looking as perfect as ever a lemon meringue pie did look. We took out a small segment and left the gooey knife close by. We knew the sight would be an insurmountable temptation.

When the cook came back to the galley, we asked him if he were hungry. Of course he was.

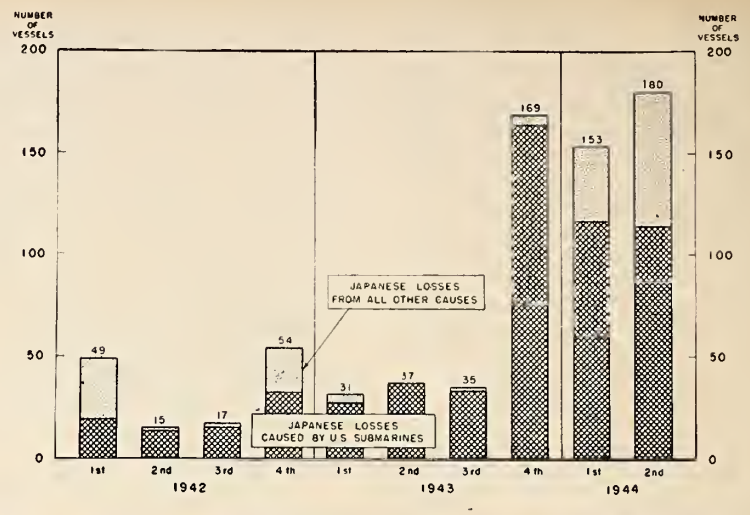
Wouldn't he have some pie?

Of course he would. He cut himself a huge chunk.

He began to eat it. His face lighted up. He finished the chunk and asked for another.

"Say, that's wonderful pie," he exulted. "Will you write down the recipe?"

The joke was on us.



The Campaign Against Japanese Shipping

The following is from the statement released by Secretary of the Navy James Forrestal at a press conference last month.

The accompanying chart shows the number of Japanese merchant vessels announced by the U. S. Navy as sunk during each three months since 1 Jan. 1942.

The chart shows a total of 740 sinkings of which 570 are credited to submarines. These totals include all sinkings reported by submarine, surface and air units, including Army Air Force units, under the command of Admiral Nimitz and, formerly, Admiral Halsey. The statistics do not include sinkings reported by other commands, but the totals on this chart represent more than three-quarters of all Japanese merchant vessel sinkings announced by all commands.

The rising trend of sinkings speaks for itself. Our attack against the lifelines of the Japanese Empire progresses with mounting success even though some of our submarine skippers have begun to complain about the scarcity of targets.

Two facts, brought out by the chart, merit emphasis.

First, 77% of the Jap merchant ship sinkings are attributable to submarine attack.

Second, as we push our ring of advance bases closer around Japan proper, air and surface attacks on Jap shipping are becoming more and more profitable. This trend is reflected in the larger dotted areas on the chart bars for the last two quarters. It will be accelerated by our advance into the Marianas.

Shipping is Japan's jugular vein. At least one-third of Japan's wartime consumption must be supplied by overseas imports.

At the same time Japan must pump back out to her defense perimeter—China, Burma, the Southwest and Central Pacific, and the Kurils—a vast stream of men and munitions which can only reach the battlefront in ships.

Petroleum has posed the most difficult problem. So heavy and successful have been our attacks on their tankers that the Japs apparently are moving bulk petroleum shipments in dry cargo ships. The pinch is particularly acute in fuel oil, needed for the Japanese fleet.

Three factors have enabled Japan to mitigate the effect of our sinkings to date.

First, Japan accumulated before the war stockpiles of imported materials, including an estimated three-year reserve of gasoline. These stockpiles are diminishing.

Second, Japan's steady retreat since mid-1942 shortened her lines of communications. The Japs on Paramushiru are 900 miles closer to their home base than were the Japs on Kiska, those on Saipan were 1,700 miles nearer home than their predecessors on Tarawa. The shorter the haul, the fewer ships Japan needs.

Third, starting the war with a merchant marine estimated as large as 7,000,000 tons, Japan probably had a surplus of shipping and, thanks to her retreat, probably maintained a slight surplus—until recently.

Now we believe that the accelerated rate of sinkings, which the chart shows, has caught up with the Jap retreat. She is losing merchant ships faster than she can afford to, even in the light of her shorter supply lines. Continuation of present trends will leave her by the end of 1944 with a sizeable and growing deficit.

New Books in Ships' Libraries

The following books have been purchased recently for distribution to the service. Not all titles will be supplied to each unit; rather it is the practice of BuPers to distribute different titles to small units operating in the same area to encourage the exchange of books. A unit is always free to request from the Bureau individual titles of particular interest.

ACES WILD AT GOLDEN EAGLE by Jackson Gregory. Three quick-shooting hombres become fast friends in a rough, tough Western town and start on a long career of adventure.

ADVENTURES IN SYMPHONIC MUSIC by Edward Downes. Composers, artists and the musical compositions which they have made familiar to us.

ALFRED AHOY! by Foster Humpreville. Choice sketches of that lovable mariner whose mentality is not robust, but "whose heart is of pure platinum."

AMERICA by Stephen Vincent Benet. Brief readable history of the United States phrased in answer to the question "What is the American spirit—the American ideal?"

THE ANGEL WITH THE TRUMPET by Ernst Lothar. Vienna from the days of Franz Joseph to the coming of Hitler, as lived by the Alt family.

THE ART OF ILLUSION by John Mulholland. Feats of magic with complete instructions for their performance by an outstanding master of the art of sleight of hand.

ATTAINING MATURITY by Luella Cole. A guide book for all who seek to attain maturity.

BEDFORD VILLAGE by Hervey Allen. Continues the story of Salathiel Albine begun in *Forest and the Fort*, on the early Pennsylvania frontier.

CASE OF THE DOWAGER'S ETCHINGS by Rufus King. Murder stalked the palatial home of Mrs. Giles just after the quiet little man who loved etchings came there to live.

CONTEMPORARY ITALY by Count Carlo Sforza. Italy's place in the world today—an outstanding discussion by Italy's returned statesman.

CRAZY LIKE A FOX by S. J. Perelman. The world spins and things are no longer what they seem when Perelman takes over.

DEVIL AND THE DEEP by C. M. Dixon. Life on the waterfront and on the high seas—a novel of America's merchant seamen in the early days of the war.

EXPLORING WE WOULD GO by Ellen Gatti. A New York business woman accompanies her husband to the Belgian Congo. Jungle living vividly described.

FIRE BELL IN THE NIGHT by Constance Robertson. Tavern brawls, jail breaks, escapes in the night and a touch of romance combine to make a fast moving novel of New York State in the slave-running days.

FIRST FLEET by Reg Ingraham. Informative, detailed story of the U. S. Coast Guard; chiefly its activities in this present war.

FLIGHT ABOVE CLOUD by John Pudney. Poems by a squadron leader of the R. A. F., written in the calm between raids.

FUNDAMENTALS OF OPTICAL ENGINEERING by Donald Jacobs. Range finders, periscopes, telescopes, gunsights and other instruments of applied optics.

GREAT TALES OF TERROR AND THE SUPERNATURAL edited by Herbert Wise and Phyllis Fraser. Ghostly volume of first rate hair-raising thrillers.

HEYDAY OF A WIZARD: THE LIFE OF DANIEL HOME, MEDIUM by Jean Burton. Famous 19th century American spiritualist whose seances astounded and confused the world.

HISTORY OF THE UNITED STATES by Dwight L. Dumond. The United States from the days of the colonists to the present, high-lighting social and intellectual aspects.

HITLER'S GENERALS by W. E. Hart. Personal lives and military careers of nine of Hitler's generals, told with an inside slant.

HORSETHIEF PASS by Charles Snow. New western by an old-timer.

HOW TO LIVE IN THE COUNTRY WITHOUT FARMING by Milton Wend. Blueprint for successful living in the country, by a man who lived the plan described.

I NEVER LEFT HOME by Bob Hope. Easy humor, smooth timing and corny gags as Bob "ad glibs" his way overseas.

INTRODUCING AFRICA by Carveth Wells. Factual book by a well-known explorer.

JAPAN'S ISLANDS OF MYSTERY by Willard Price. Adventure and information on the islands of the Pacific by one of the few white men to enter Japan's Pacific mandate in pre-Pearl Harbor days.

KING LIVETH by Jeffery Farnol. King Alfred's England defends itself against the Danish invasion. Action. Adventure.

LAKE HURON by Fred Landon. Lake Huron, the early settlements which fringed its shores, and the men who explored its woods and sailed its waters.

LAKE MICHIGAN by Milo M. Quaife. The stories of the first lake steamer, of the early days of Chicago and Milwaukee and dozens more.

LIFE WITH ALICE by Dick Richards. Escapades of Alice, the playful elephant of the Bronx Zoo.

LOOK AWAY, LOOK AWAY by Leslie Turner White. Planters and scoundrels escaping the carpetbag regime, voyage to Brazil in an old Mississippi River boat.

LOOM OF LANGUAGE edited by Lancelot Hogben. Language, its origin, growth, and present use plus a basic vocabulary for self expression.

LUCK IN ALL WEATHERS by Donal Hamilton Haines. Everyday hunting and fishing by a sportsman who knows how.

MAKING OF MODERN CHINA by Owen and Eleanor Lattimore. Absorbing account of the long past of China.

MCGRAW OF THE GIANTS by Frank Graham. Man who made baseball history, from his days as third baseman with the Baltimore Orioles through his thirty years as leader of the Giants.

MEN OF SCIENCE IN AMERICA by Bernard Jaffe. Scientific discovery in America as seen in the lives and works of twenty of our greatest scientists.

MIRACLES AHEAD by Norman V. Carlisle and Frank B. Latham. Preview of what's on the drawing boards for tomorrow's living, whether helicabs, prefabricated housing or the future of medicine.

THE MOCKING BIRD IS SINGING by E. Louise Mally. Louisiana and Texas, the old and new South, form the background of this well-paced historical novel of Civil War days.

MORE BY CORWIN by Norman Corwin. Corwin enthusiasts can't afford to miss this new collection of plays by America's No. 1 radio dramatist.

MR. ANGEL COMES ABOARD by Charles Booth. Fast-paced adventure and romance against an Havana background.

NEVER WHISTLE IN A DRESSING ROOM by Maurice Zolotow. Broadway in its madder moments as glimpsed through sketches of the entertainment world.

NORTHWEST OF THE WORLD by Olaf Swenson. Exciting experiences of a famous fur trader with the Siberian natives.

THE ONE STORY: THE LIFE OF CHRIST by Manuel Komroff. Life of Jesus of Nazareth woven into one single story from the books by four of the men who knew him best.

THE PASS by Thomas Savage. Lured by the loneliness and grandeur of the prairie, young Jess Bentley and his bride pit themselves against the wilderness of early Montana.

PRIVATE BREGER'S WAR by David Breger. Cartoons of Private Breger's adventures in England and at the front.

PURSER'S PROGRESS by Tom O'Reilly. Screwball humor as the purser of S.S. Mulligan Stew "goes down to the sea with clips and carbons".

SEA-BORNE by James B. Connolly. "Thirty years a-voyaging."

SEAS OF THE GODS edited by Whit Burnett. Anthology of short stories and extracts from novels showing the essential strength of the spirit in man.

SECRET OF THE SPA by Charles L. Leonard. F.B.I. gets a nice little problem concerning a gang peddling dope to service men in this detective story.

THE SEVEN SLEEPERS by Mark Van Doren. Brief, thoughtful lyrics, including some poems of the war.

SILVERTIP'S CHASE by Max Brand. Retribution, wealth, and romance involving a gold mine, a couple of crooks and chiefly Frost, the timber wolf.

SIXTY TO GO by R. L. Yorck. Adventure with the French Underground on the Riviera.

SNAKES ALIVE by Clifford Pope. Entertaining, popular, reliable. R. L. Ditmars calls this one of the best books on reptiles he has ever seen.

TEN YEARS IN JAPAN by Joseph Grew. Ambassador Grew's diary discusses fully his long years of service in Tokyo.

THEN THERE WAS ONE by Eugene Burns. First year of victory for the USS *Enterprise*, flagship of Admiral Halsey.

THEY ALL HAD GLAMOUR by Edward Marks. Intimate glimpses of the fabulous theatrical figures of the last hundred years.

THEY PLAYED THE GAME by Harry Grayson. Dramatic sketches of famous figures of the baseball world.

THEY'LL DO IT EVERY TIME by Jimmy Hatlo. Cartoons of everyday life by Hatlo. Need one say more?

UNFINISHED BUSINESS by Stephen Bonsal. Business of peacemaking, tragically left unfinished a quarter of a century ago, told by the confidential interpreter of the late President Wilson and Colonel House.

THE WOMAN IN THE PICTURE by John August. Murder, romance and a cross-continental chase are encountered by a resourceful newspaperman and a beautiful woman in their attempt to foil the American Fifth Column.

YANKEE FROM OLYMPUS by Catherine Drinker Bowen. Three generations of the Holmes family each of which produced its great man—Abiel, Oliver Wendell, the doctor, and Oliver Wendell, the justice.

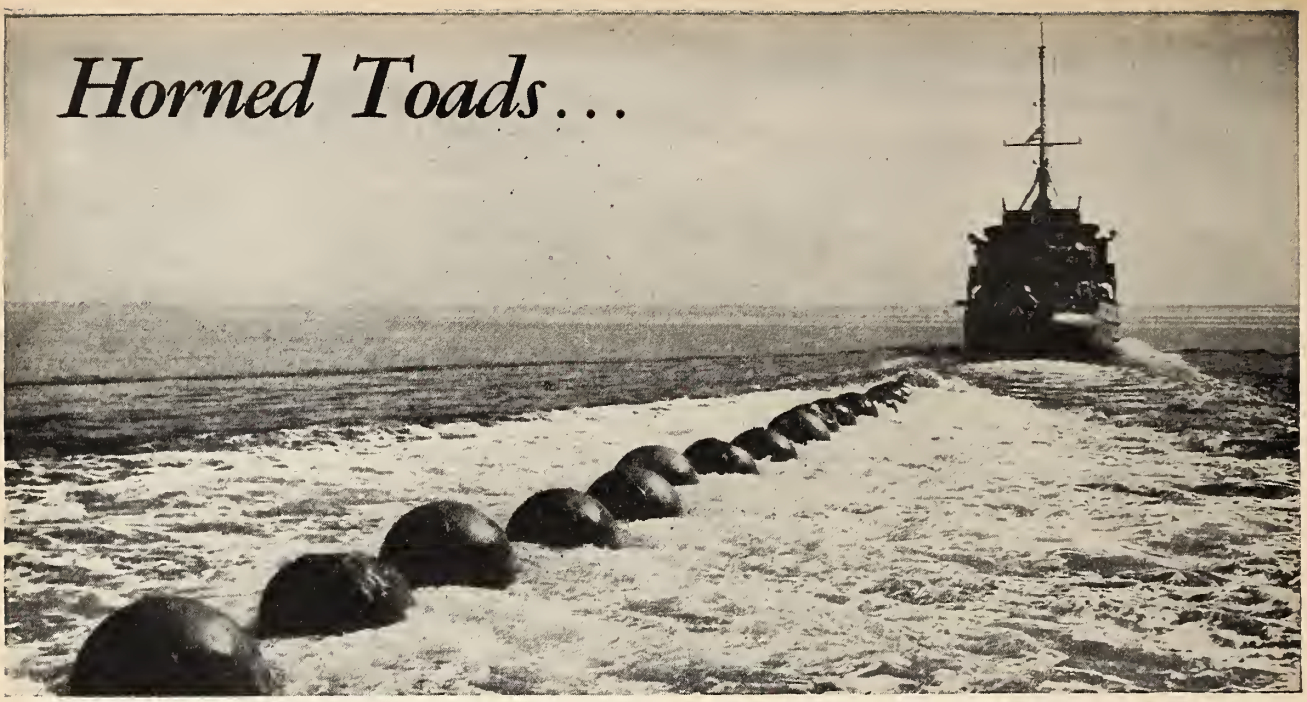
New Books in the Armed Services Edition

The Bureau will appreciate comment from the naval service in regard to the Armed Services Edition (paper bound) books, on such matters as choice of titles, format and distribution.

The following titles are included in the current series of 30 paper-bound books published for the armed services:

I-241—Boyle, AVALANCHE
I-242—Ayling, SEMPER FIDELIS
I-243—Rorick, MR. AND MRS. CUGAT
I-244—Bradford, OL' MAN ADAM AN' HIS CHILLUN
I-245—Tuttle, THE MYSTERY OF THE RED TRIANGLE
I-246—Kimbrough, WE FOLLOWED OUR HEARTS TO HOLLYWOOD
I-247—Sears, DESERTS ON THE MARCH
I-248—Household, ROGUE MALE
I-249—Haines, HIGH TENSION
I-250—Barton, THE BOOK NOBODY KNOWS
I-251—Drago, STAGECOACH KINGDOM
I-252—Stories by Katherine Mansfield
I-253—Thurber, THE MIDDLE-AGED MAN ON THE FLYING TRAPEZE
I-254—Haycox, DEEP WEST
I-255—Kelland, ARIZONA
I-256—Benton, COW BY THE TAIL
I-257—Mulford, HOPALONG CASSIDY'S PROTEGE
I-258—Baarslag, COAST GUARD TO THE RESCUE
I-259—Ellsberg, ON THE BOTTOM
I-260—Maugham, ASHENDEN
I-261—Strachey, QUEEN VICTORIA
I-262—Griswold, THE TIDES OF MALVERN
I-263—Johnston, TEN. . . . AND OUT!
I-264—Conrad, VICTORY
I-265—Bromfield, MRS. PARKINGTON
I-266—Sabatini, THE SEA HAWK
I-267—Davis, HONEY IN THE HORN
I-268—Bronte, JANE EYRE
I-269—Forbes, PARADISE
I-270—Spring, MY SON! MY SON!

Horned Toads...



Stern view of tender as she hauls the net, with its flotation buoys, along her wake.



Official U. S. Navy Photographs

Closeup of tender's prow shows horns used as booms for lifting net.

Net Tenders Shield Allied Ships From Enemy Submarines

THOSE odd-looking "horned" craft you may have seen operating around harbors or fleet anchorages are playing an important part in the constant campaign against enemy submarines and other torpedo carriers.

They are the Navy's ANs—sometimes called "Bulls" or "Horned Toads," because of the twin permanent booms which form their prows—and their job is to lay and tend the steel nets which close off ports and shield anchored warships against underwater attack.

Two types of nets are used—one designed to ensnare a sub or to warn of its presence, the other to stop a torpedo. Some nets are more than two miles long and extend from the surface of the water to the bottom. Net layer crews are called upon to repair breaks in sections after overly strong currents or storms have ripped holes in the heavy mesh.

ANs come in two sizes—one, carrying a crew of 44, is 152 feet long; the other, with a complement of 52, is 195 feet overall. Both are Diesel-electric driven.

Most of the tenders operate at advance bases. Others protect U. S. ports. Despite their diminutive size and specialized duties, ANs can fight, too. One of them shot down a Zero at Pearl Harbor and another got two Jap planes at Tulagi.



Gulls on MK II buoy watch as net tender prepares to move new section into position.



Official U. S. Navy Photographs

Completely mended, the torpedo net now maintains its protection of ships anchored in distance.

Legislative Matters of Naval Interest

The following legislation has been signed by the President and become law:

Granting a 50% pay increase to officers, warrant officers, nurses and enlisted men of the Army and Navy required by orders to participate in regular and frequent glider flights, not to exceed $100 a month for officers, warrant officers and nurses and $50 a month for enlisted men (Public Law No. 409).

Relieving members of the armed forces of income, gross income and personal property tax liability in states in which they are assigned temporarily and providing that absence from the home state does not affect their citizenship (Public Law No. 415).

Appropriating funds for the Navy Department for fiscal year ending 30 June 1945 (Public Law No. 347). For details, see INFORMATION BULLETIN, May 1944, p. 60.

Authorizing payment of transportation to their homes of discharged naval, Marine Corps and Coast Guard personnel under age at time of enlistment, to include pay and allowances to the date of termination of enlistment (Public Law No. 398).

• Several measures of interest to the Navy were still pending when Congress recessed 23 June 1944 until 1 Aug. 1944. (On the latter date, Congress is scheduled to begin a series of three-day recesses that will postpone consideration of any major legislation until late fall.) These measures include the following:

To authorize foreign service for the Women's Reserve: Reported favorably by the House Naval Affairs Committee with amendments making the measure applicable to the Marine Corps Women's Reserve and the U. S. Coast Guard Women's Reserve and making foreign duty voluntary, except in Hawaii. The Senate Naval Affairs Committee postponed action on the measure until after the recess (H.R. 5067, S. 2028).

To establish the grade of Admiral of the Fleet of the U. S. Navy: Proposed grade was changed to "Fleet Admiral," the rank to be established only for the duration, and approved by Senate Naval Affairs Committee and passed by the Senate. The House, where consideration was delayed by objections from the floor, will take up the measure later (S. 2019).

To continue free mailing privileges to members of the armed forces until six months after the end of the present war; passed by the House and sent to the Senate (H.R. 4949).

To authorize the Secretary of the Navy to furlough officers on the active list of the Marine Corps, and the Coast Guard when it operates as part of the Navy. Passed by the Senate, sent to the House (S. 1974).

• Executive nominations for temporary service recently confirmed by the Senate:

To be vice admiral on the retired list, USN, by act of Congress, Rear Admiral Emory S. Land, USN (Ret), now serving as Administrator, War Shipping Administration, and Chairman, U. S. Maritime Commission.

To be rear admirals: Robert O. Glover, Frank E. Beatty; Andrew F. Carter, USNR, to continue while serving as executive, Army-Navy Petroleum Board.

Recess appointees as rear admirals for temporary service pending Senate confirmation: Clifton A. F. Sprague, George R. Henderson, Ralph A. Ofstie, William D. Sample and Walter A. Buck (SC).

Recess appointment as commodore, to continue while serving in amphibious forces, pending Senate confirmation: Albert G. Noble.



Mainsheet (NTC, Bainbridge, Md.)

"But the family sent me this tie for Father's Day."

What Is Your Naval I. Q.?

1. "Rocks and Shoals" is used as a name for (a) certain air currents; (b) Articles for the Government of the U. S. Navy; (c) the Strait of Gibraltar.

2. Supply the missing word: The Marianas Islands formerly were known as the.....Islands.

3. In what condition is a rope when it is (a) flemished down; (b) faked down?

4. On which side of their uniforms do naval aides to the President of the United States (and naval aides at the White House) wear their aiguillettes?

5. Name the four types of lighted sound buoys currently in use.

6. Identify the following places which have been bombed in recent months by Navy planes: (1) Wotje; (2) Matsuwa; (3) Chichi Jima; (4) Shimushu; (5) Nauru.

7. True or false: Women's Reserve members have equal rights with Navy men as regards disability and death benefits?

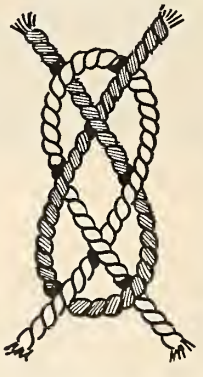
8. What is another term for the accommodation ladder?

9. Which is closer to Manila, the island of Saipan in the Marianas, or the island of Noemfoor off the coast of Dutch New Guinea?

10. The Bronze Star Medal takes precedence (a) next after the Navy and Marine Corps Medal and next before the Air Medal; (b) next after the Purple Heart Medal and next before the Presidential Unit Citation?

11. What signals are displayed by U.S. Weather Bureau stations to indicate the approach of hurricane winds?

12. True or false: Maximum profit allowed ship's stores is 15%?



13. The knot pictured here is a (1) chain knot; (2) victory knot; (3) figure-of-eight knot?

14. In the absence of the SecNav, the UndSecNav, the AsstSecsNav and Cominch and CNO, on whom would the duties of SecNav temporarily devolve?

15. A gale is defined as "a force of wind 28 to 55 knots." Give the force of a (1) moderate gale; (2) fresh gale; (3) strong gale; (4) whole gale.

16. What type ships are named for astronomers and mathematicians?

17. The phrase, "Fathers of Our Navy," is applied to what three Americans of Colonial days?

18. How many of the following nautical expressions are synonymous: (a) Irish pennant; (b) cow's tail; (c) fag?

19. The Battle of Jutland was fought on (a) 31 May 1916; (b) 6 June 1917; (c) 10 August 1919?

20. The command, "Toss oars," means (a) to prepare to get the oars up or out; (b) to begin pulling; (c) to raise the oars from the rowlocks to a perpendicular position, blades fore and aft, with the handles resting on the bottom of the boat?

(Answers on Page 62)

Wartime Military Courtesy

Present Conflict Has Seen Some Changes And Common Sense Covers Most Situations

"Courtesy," says one writer, "is an essential lubricant of any machine composed of human beings." Military courtesy is that lubricant for the military machine.

Because military courtesy is taken from the usages of war and is a thing of considerable tradition, being handed down from one generation of fighting men to another, the present war has not greatly affected rules of naval etiquette. However, while the essential principles remain the same, modern battle conditions have required some minor changes.

Because of the great influx of civilians into the naval service as reserves, the actual practice differs in some minor respects, since the length of time necessary for thorough indoctrination has not been always available. However, this influence has not been as great, nor the changes as many, as might be expected, because the reserves have for the most part understood that they were coming into a different way of living when they joined a military service and were ready enough to adopt its new ways. They realized that there were reasons for the rules of military etiquette, even though on the surface they might not understand them.

Today's Navy is composed about 90% of men, and women, who have been used to the ways of civilian rather than military life. They find themselves facing two main groups of problems—afloat, and ashore.

First, until they actually get afloat and under battle conditions, their knowledge of military courtesy and etiquette has to come out of books, study courses and lectures. You do such and such under such and such conditions. Then you get out on a BB or carrier and find that, in many cases, Tradition gives way to General Quarters. Wardroom etiquette isn't quite the same when you don't have regular meal hours and are munching sandwiches at battle stations.

Secondly, ashore—how do you behave now that you're going around in uniform instead of civilian clothes? When going through doors, or into automobiles, or in buildings, do you follow military practice or civilian? How are military people addressed and introduced, both in their own circles and by civilians? When should your cap be on, when off; and what courtesies does a military man properly extend to others?

The notes which follow are an attempt to set down in one place, for easy reference, most of the main aspects of military courtesy and etiquette, both as to the traditional elements which still survive and those which have changed under conditions of time or war.

Some customs, such as formal social calls and the leaving of visiting cards, are more or less in abeyance during wartime, and are therefore omitted here. Also, the sword, which was the symbol of authority and chivalry, and which for thousands of years was the instrument of battle most used by man, has become a casualty of modern war. Although confined in modern usage to military ceremony, the sword was condemned to naval extinction by the Secretary of the Navy's order of 15 October 1942, abolishing it as a part of the uniform for the Navy, Coast Guard and Marine Corps.

One of the main aspects of military courtesy, the salute, has already been covered at length in the INFORMATION BULLETIN earlier this year (see "The Salute," January 1944 issue). Most of the remaining aspects are grouped in this article under the following main headings:

Relations of Seniors and Juniors
Etiquette Ashore
Courtesy to Ladies
Forms of Address and Introduction
Wardroom Etiquette
Quarterdeck Etiquette
Boat Etiquette

Relations of Seniors and Juniors

This phase of military courtesy, which covers relations between officers and between officers and men, has seen perhaps less change during war than almost any other, probably for the very reason that it is the most fundamental part of all military courtesy, and the main source of most naval etiquette.

The twin foundations of military courtesy among officers are (a) precedence and (b) deference to seniors. Officers take precedence according to their rank, and this precedence is not confined to strictly military relations

WHAT'S THE ANSWER?

Here are just a few of the questions of military courtesy and etiquette covered by this article. How many can you answer correctly? Test yourself, then look up the solutions. The numbers after each question tell you on what page to look for the answer.

- You're walking on the street and you meet a lady you know. Should you: (a) salute? (b) raise your cap? (c) just nod? (d) wave your hand in greeting? (p. 30)
- What wartime facts have most changed wardroom etiquette? (p. 35)
- On being introduced to a senior officer, should you extend your hand to shake hands? (p. 29)
- You step into a hotel elevator in which there are ladies. Should your remove your cap? (p. 30)
- You are passing a radio store and hear strains of The Star-Spangled Banner coming out. What do you do? (p. 30)
- Should you sit in the stern sheets of a boat if a senior officer is present? (p. 35)
- What is the only occasion upon which a lieutenant commander may be addresed as "commander"? (p. 33)

on ship or shore, but extends to the mess, to the club, and to their social life.

Naval courtesy prescribes that junior officers shall accord their seniors certain tokens of deference and respect, which correspond to those younger men would accord to their elders under the usages of polite society. It also prescribes that seniors shall, with equal punctiliousness, acknowledge and respond to these tokens of respect required of juniors, so that there is nothing servile in the interchange, but rather a sort of ritual for observance by those serving their country in a strictly ordered fraternity of military service.

A junior officer approaching a senior for the purpose of making an official report or request maintains an attitude of military attention. He does not take a seat, or smoke, until invited to do so. (Some have brought up the question: is it OK when with a senior to say, "Do you mind if I smoke, sir?" Under some circumstances, perhaps yes. But if with the captain, the answer is definitely no. And for anything approaching official relations, the choice has been rather precisely put by one writer: the invitation should be "awaited" rather than "anticipated.")

Unless he is on watch, a person in the naval service always uncovers when he enters a room in which a senior is present.

Unless it has been otherwise directed, when a senior enters a room in which junior officers or enlisted men are seated, the one who first sees him orders "Attention." All present remain at attention until ordered to "Carry on."

Similarly, when a junior or enlisted man observes his group being approached by a senior (except at work or meals) he commands "Attention." Those present remain at attention until the senior makes the gesture to "Carry on." If addressed by a senior, a junior should, if seated, rise and remain at attention. Men seated at work, at games or at mess are not required to rise when an officer, other than a flag officer or the captain of the ship, passes, unless they be called to attention or when it is necessary to clear a gangway.

The place of honor is on the right. Accordingly, when a junior walks, rides or sits with a senior, he takes position alongside and to the left. When pacing to and fro, however, positions are not changed. The junior keeps step with the senior. On board ship, the senior is generally afforded the outboard position. The junior opens doors and enters last.

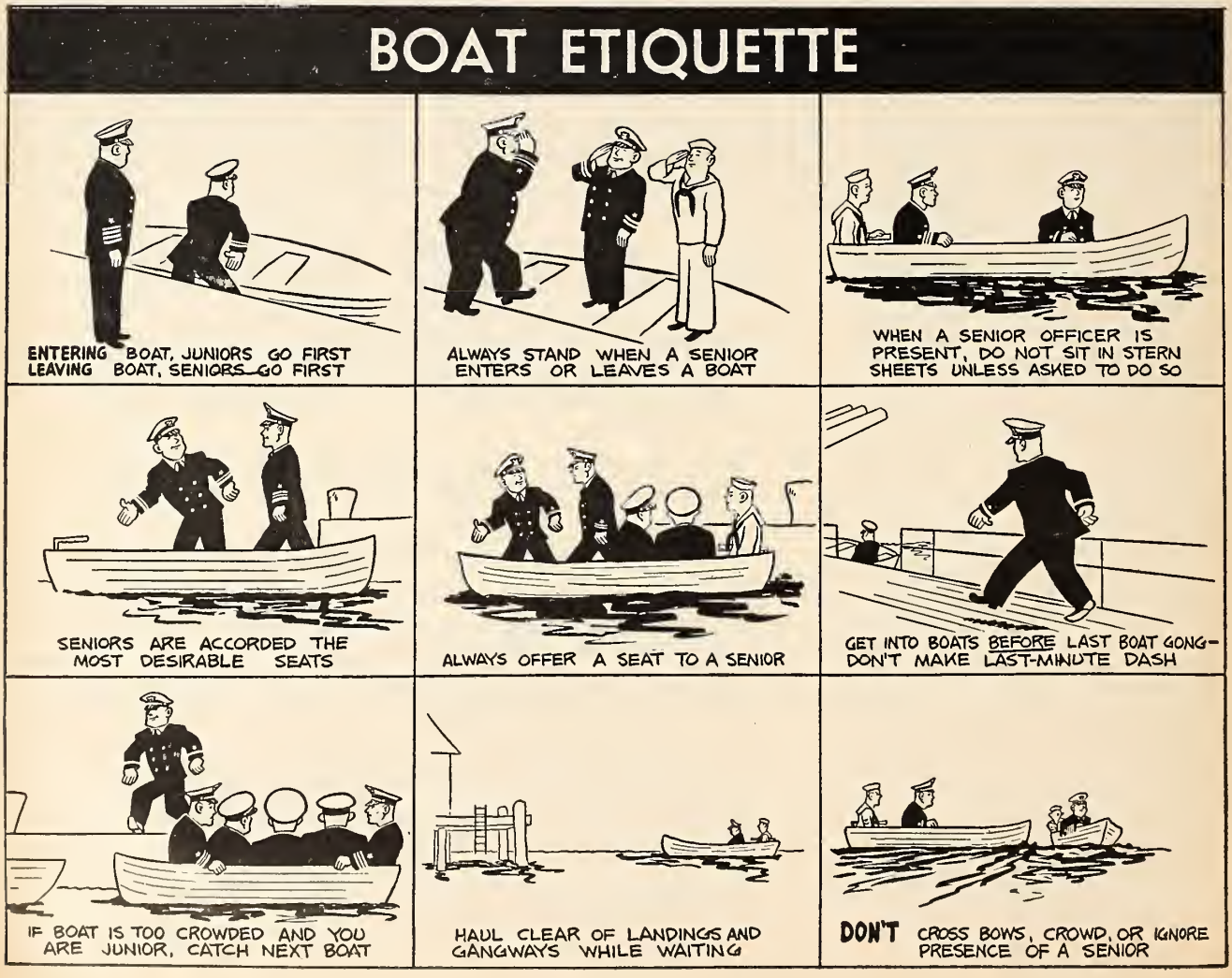
There is only one proper response to an oral order—"Aye Aye, Sir." It means three things: you heard the order, you understand the order, you will carry out the order to the best of your ability. Such responses to an order as "O.K., sir," "All right, sir," or "Very well, sir" are taboo. (But "Very well" or "Very good" is quite proper when spoken by a senior in acknowledgment of a report made by a junior.)

An *order* gives a junior a job to be done and leaves it up to him as to how it is to be done. It does not always specify the exact time when it shall be executed, but frequently fixes a certain time limit.

A *command* directs a specific action, without alternatives.

If you are an officer and tell your chief boatswain's mate you want him to have the collision mat overhauled by the end of the week, you have given him an order. If you tell the boatswain's mate on watch to pipe sweepers, you have given him a command.

By custom and tradition of the service, a senior's expressed wish or desire is the same as an order.



Although social calls ashore in wartime are generally discontinued, an officer joining a ship may wonder whether, in addition to reporting for duty, he should also make the usual visit of courtesy to his commanding officer within 48 hours. In wartime, this depends largely upon the circumstances, as there will be many times, naturally, when the CO has his hands full with more urgent matters and getting the cut of the newcomer's jib has to wait.

In this connection, the executive officer can be your guide, for the normal procedure anyway is to ask the exec when it would be convenient for the captain to receive you.

There are certain differences in phrasing which should be noted: a senior officer sends his "compliments" to a junior ("Admiral Smith presents his compliments to Captain Brown and says," etc.). A junior never presents his compliments to a senior, but sends his "respects." Upon making a call upon a commanding officer, it would be perfectly correct for him to say, "Captain, I came to pay my respects," or to say to the orderly before entering the cabin, "Tell the Captain that Ensign Jones would like to pay his respects."

In written correspondence, the senior officer may "call" attention to something, but the junior may only "invite" it. A junior writing a memorandum to a senior subscribes it "Very respectfully;" a senior writing to a junior *may* use "Respectfully."

Never offer to shake hands with a senior officer unless he extends his hand first. On the other hand, it is considered good form to offer your hand to officers and men junior to you upon being introduced.

Etiquette Ashore

The question is sometimes asked: How do you greet civilians—by the salute, or otherwise?

The military salute is the mark and privilege of the military man. It is used in lieu of tipping the hat to ladies, and it may be used to greet civilian males.

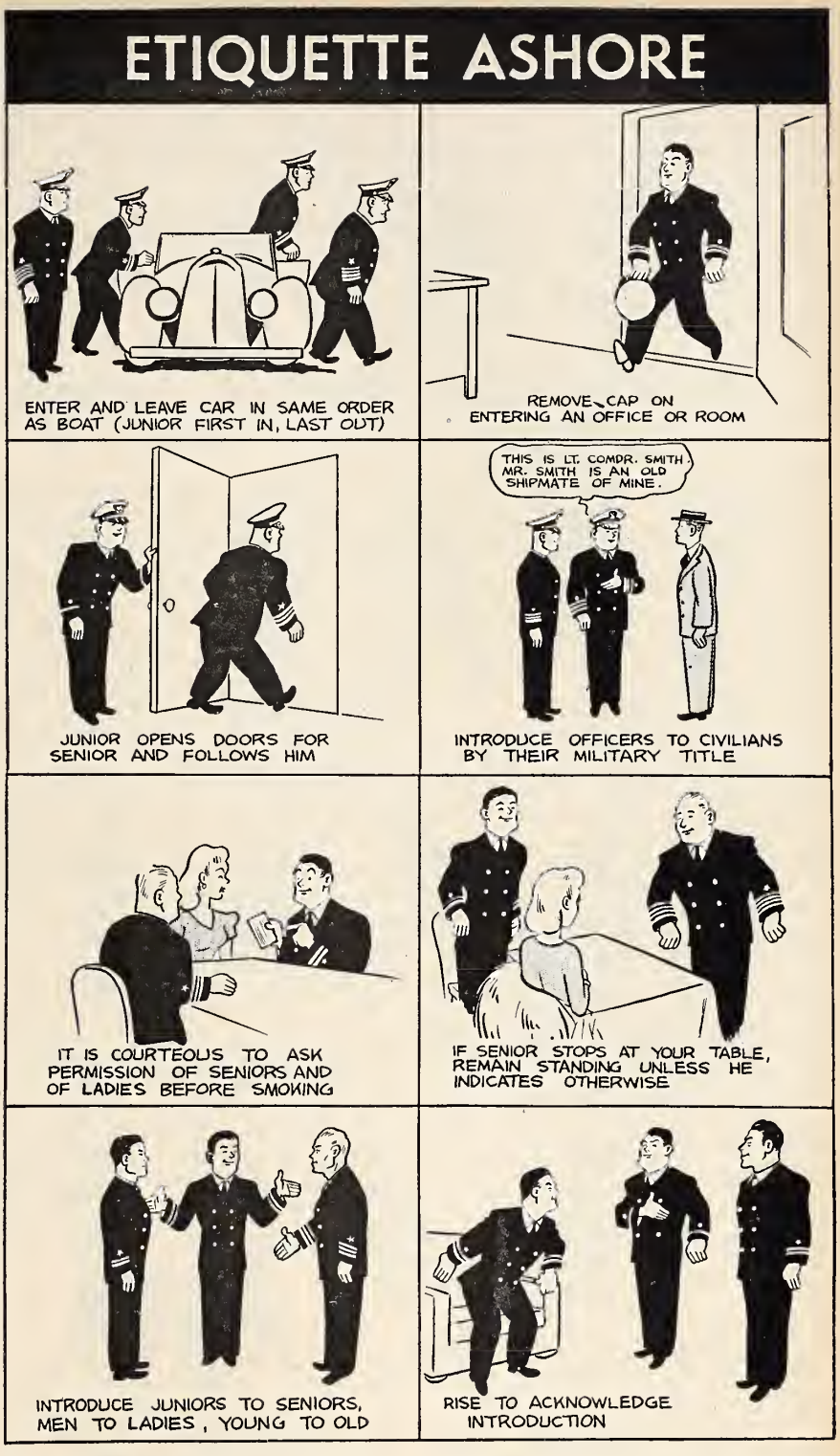
Raising the cap instead is an unmilitary custom, which went out in the naval service when it was decreed that the salute to flag and to superiors would be the hand salute. *Naval Customs, Traditions and Usage* says: "Since standing at attention and rendering the hand salute is the highest respect that one pays the colors or the commander in chief of the Navy afloat or ashore, it should suffice for the meeting with gentlemen or ladies in the open."

The process of getting into an automobile is the same as that of getting into a boat—juniors first in, last out. The junior takes his proper seat, to the left. A lieutenant and a captain getting into an automobile would get in in that order, with the lieutenant taking the seat in the far, or left-hand, corner, and the captain on the right. When they got out, the captain would leave first. (In entering buildings or rooms, however, the junior opens doors for the senior and enters the opening last.)

The junior always walks on the left. The custom of the "right hand rule" is an old one, quaintly expressed by George Washington in his 30th "Rule of Civility," which said: "In walking, the highest place in most countries seems to be on the right hand, therefore place yourself on the left of him whom you desire to honor."

Passing through the halls of a building, you may remove your cap or leave it on, as you choose. The cap is removed, of course, upon entering an office or other room.

The idea of a naval officer carrying bundles was frowned upon in peacetime days. Today two new factors enter the picture. First, it is the Government's desire, under the ODT program, to conserve transportation—to encourage all citizens to carry things



home themselves and thus save gasoline, rubber and manpower. Secondly, in many instances it is a case of "carry it—or else!" You either lug your laundry home yourself, or it doesn't get there. If you think it doesn't look dignified, just think how undignified you can look after several weeks without laundry.

According to Navy Regs, all officers and men shall come to attention "whenever the national anthem is played." However, that has been interpreted to include only actual playing on the spot. If you were walking down a street, passed a radio store and heard The Star-Spangled Banner being broadcast over the radio, you would not be expected to whip to a sudden stop in traffic, face the music and salute. Of course, if you were at a public gathering where the anthem was broadcast as part of the ceremony, that would be different and you would render the required honors.

The occasions when you may be out of uniform ashore are two: when engaged in exercise, and when in your own home with less than three guests present.

Courtesy to Ladies

Now that gals come in two styles—civilian and military—the subject of courtesy to ladies may seem a little involved. It needn't be.

In most cases the new questions of courtesy brought up by the presence of women in the Navy, Marines and Coast Guard are simply solved—the rules of military courtesy apply, and rank takes precedence.

Since military courtesy also includes deference to ladies, and since a senior's wish is also an implied command, there may be occasions when a senior male officer will indicate that he prefers courtesy-to-ladies above strict military usage. In such a case, the junior Women's Reservist acts accordingly without any hesitation or embarrassing counter-deference.

However, be it said for the guidance of all concerned, such deference is neither requested nor desired by the Women's Reserve, and they would be heartily relieved to have it overlooked and to be accepted simply as working fellow members of a military organization, which they are. Since military courtesy is at its optimum when there is a minimum of variation, this is common-sense policy.

As for courtesy and etiquette with civilian ladies, the subject is no doubt an academic one to the majority of the Navy today as they are currently engaged in quarters of the world where women are a little on the scarce side. Nonetheless, on the theory that you never can tell when you *will* see one and it's just as well to be prepared, here are a few of the main etiquette points:

When meeting a civilian lady of his acquaintance on the street, a military man acknowledges her greeting with a salute. If you remain to talk with her, you do not uncover, but keep your cap on.

(Strictly speaking, officers and men do not uncover in the open except for divine worship, funerals and other religious ceremonies. If you were in civilian clothes, you would uncover, but in uniform you follow the military custom.)

It used to be that you always took your hat off in an elevator when there were ladies present. The custom was on its way out in cities, with their jammed and impersonal crowds in skyscraper and hotel elevators. Wartime added the final touch, for all elevators are doing heavy duty and really packing 'em in.

Now you often find signs in public elevators reading, "Please do *not* take off your hat." Reason: holding your hat in your hand or over your breast takes up room, actually decreases the amount of space available in the elevator. And when you reach up to take it off, your elbow is likely as not to find a nearby target and make some unsuspecting dowager a candidate for a Seeing Eye dog.

However, suppose you're in an elevator when a lady enters, and others in the car take off *their* hats? What do you do then? You would be correct in keeping your own cap on, but you might feel either uncomfortable or conspicuous. In such a case, the common-sense thing would be to follow the example of the others, not only for your own peace of mind, but lest you appear to be *withholding* a courtesy which others were willing to offer freely.

Walking with a lady, you give her the same place of honor you would a senior officer—on your right. It has also been a custom for many years for the man to take the outside of the walk, although the reasons for this are by now somewhat outdated.



Back when there was more likelihood of carriages dashing by and splattering you with mud, it was a normal and reasonable courtesy for the man to take the outside and thus provide shelter. It was also a protection to the lady should passing horses rear or buck or swerve in their course.

Although there is no longer much justification for this precaution, the custom has remained, so (as in the elevator case) it is just as well to observe it rather than seem to be withholding a common courtesy. However, since the positions on the outside *or* on a lady's left are both perfectly correct, there is little need for waltzing around her heels continually whenever you change course. You will be observing proper courtesy in either position.

When walking with a lady you offer her your arm only when assistance is appropriate, such as when there is a real necessity of assisting her through crowded traffic or over rough ground or other impediment. Usually you do not take her by the arm, but allow her to take yours.

When walking with more than one lady, you have a double problem: staving off possible competition, and figuring out where you should be—on the outside, inside, or middle. The traditional school has been that the gentleman does not take the middle position, but remains on the outside.

Again, as the main justification for this went out with the horse-and-buggy, there seems little purpose in continuing it against what is really a more natural human bent—the normal one people always fall into of "divvying themselves up." If there are two men and one lady, let the lady take the middle, where she is equally accessible to both her companions. Similarly, if there are two ladies and one man, let him take the middle position, also.

That's the way you would normally take seats someplace, and it has more human naturalness to it. Also, it avoids the unfortunate preference that arises if, in placing yourself alongside one of two ladies, you simultaneously place yourself as far as possible away from the other.

When walking with women in uniform (upon social rather than military occasions), a different problem comes up. Do you, if you are senior, take the inside or right-hand position? Or do you, as a gentleman, accord that courtesy to the woman? On a social occasion, be a gentleman. Dinner-and-the-movies is no place for rank.

In streetcars and buses, the question of whether you rise and give your seat to a lady is not so much a matter of military courtesy as it is a matter of courtesy, period. It's an easy temptation to remain sitting and say, "Boy, I've put in just as hard a day as she has, and then some." However, as the



song goes, "It ain't necessarily so." And anyway, that isn't the point.

Woman rated that courtesy from you in peacetime and they are, if anything, working harder now that war is here, with millions of them in factories or in homes, without help, and in either case doing long stretches of work.

So—you don't *have* to give up your seat, but don't work on the theory that being in uniform has absolved you from normal requirements of courtesy. It makes your actions more conspicuous, not less. And any courtesy you extend reflects favorably not only on you but on the naval service.

Neither the streetcars, the buses nor the Navy will give you a Good Conduct medal for it, but a military man in good health and physical condition looks kind of silly pointing out that women are just as well able to stand up as he is. If that is really true, combat training is being given to the wrong people.

Forms of Address And Introduction

Although the military customs generally predominate, there are some slight differences in methods of addressing and introducing military personnel, according to whether you are in military or civilian circles at the time.

Naval officers with the rank of commander or above, in both line and staff, are always addressed and introduced by their titles. Those with rank of lieutenant commander or below are generally addressed and introduced in military circles as "Mr. ——."

Officers of the medical corps are addressed by their titles, if commander or above, while those of the rank of lieutenant commander or below are

addressed as "Dr. ——." (However, if a senior officer of the medical corps prefers to be addressed as "Dr." rather than by his military title, such preference should, of course, be honored.)

All chaplains are properly addressed as "Chaplain," regardless of their rank.

A captain or commander of the Women's Reserve and the Navy Nurse Corps should be introduced by title, but thereafter may be addressed as "Miss (or Mrs.) Jones." Below the rank of commander, "Miss" or "Mrs." is used for both introduction and address. When the marital status of a Wave or Nurse officer is not known, use the title of her rank in addressing her.

Officers of the United States Public Health Service, of whatever rank, are addressed and introduced as "Dr.——" if they are either M.D.s or dentists, and as "Mr. ——" if they are in the sanitary engineer branch.

A chief warrant officer or warrant officer is never addressed as "chief." He is always called "Mr. ——." A midshipman is also addressed and introduced as "Mr. ——."

In general, it is preferable to call a senior by his title *and* name: that is, Commander Doe, Mr. Doe, etc., rather than by the impersonal "Sir." In prolonged conversation, where the repetition of this would seem forced or awkward, the shorter "Sir" is naturally used more often.

The correct response to a question from a Women's Reserve officer is "Yes, lieutenant" or "Yes, Miss Brown." The Navy Department has not authorized the use of "Ma'am" or "Sir" in addressing officers of the Women's Reserve.

In any naval organization there is only one "Captain" (the regularly assigned commanding officer) and only one "Commander" (the regularly assigned executive officer) who may be addressed as "Captain" and "Commander" without appending their name.

That, at any rate, is the way it would be if everyone went according to the book. In actual practice, the use of "Captain" or "Commander" without the name is frequently heard ashore, where more of those ranks are regularly encountered than would normally occur on any ship.

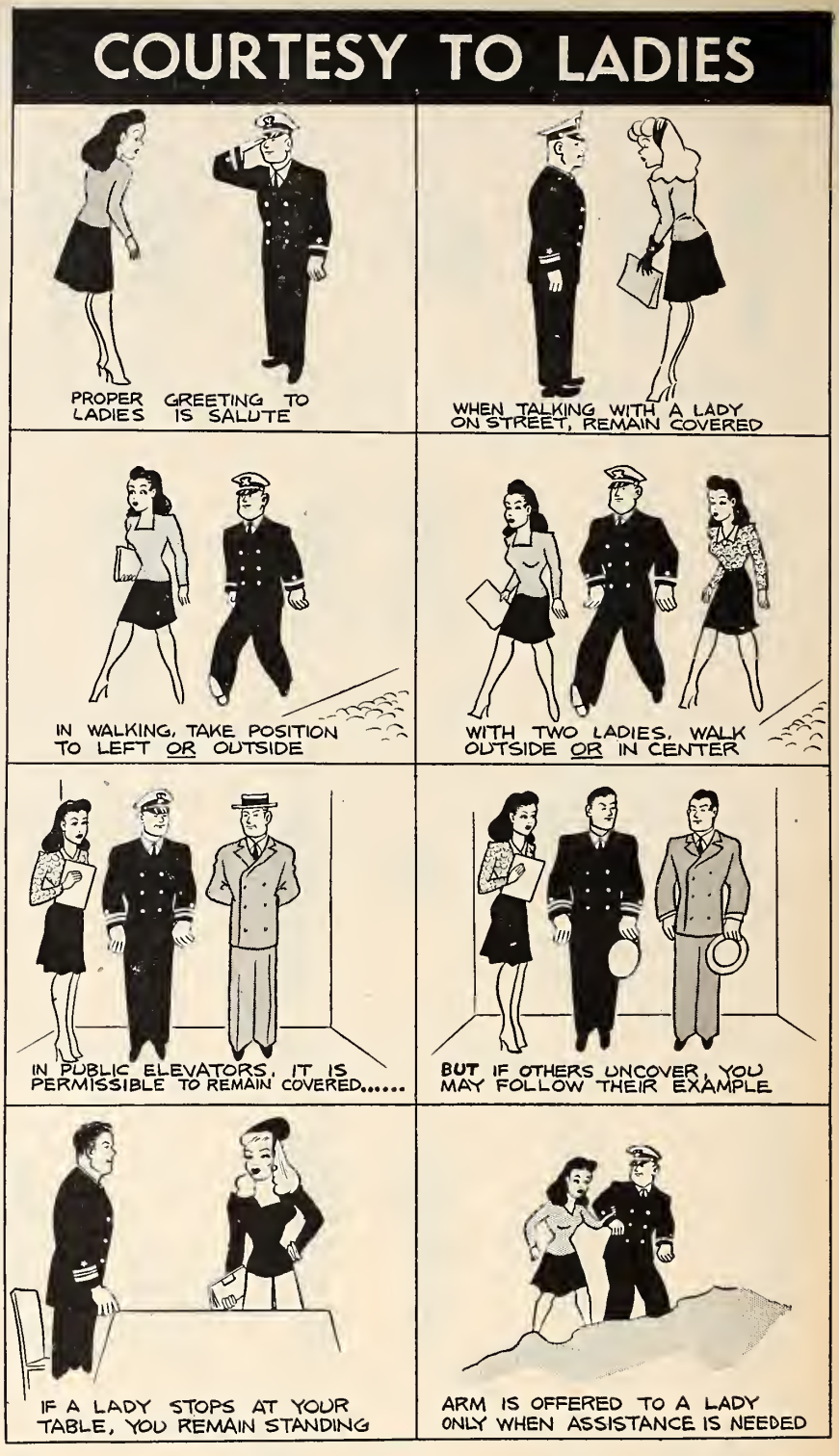
Addressing a lieutenant commander as "Commander," for short, has no foundation in naval etiquette nor should it be mistakenly used as a form of courtesy to the officer concerned. In this, Navy usage differs from Army, where a lieutenant colonel may be addressed as "Colonel."

However, these Army and Navy titles differ in origin and purpose. The Army title of lieutenant colonel is not, as the compound might seem to indicate, a bridge between the ranks of lieutenant and colonel; actually, the rank comes between major and colonel. The emphasis therefore is on the latter half of the title. The word "lieutenant" comes from two French words, *lieu*, place of, and *tenant*, holding, so that a lieutenant may be regarded as one who may hold or take the place of another.

The Navy's title of lieutenant commander came about in an altogether different way. While it is in a sense a bridge between the ranks of lieutenant and commander, as its name indicates, it is a bridge with the heavier part of its foundation on the lieutenant side of the river.

The title was introduced in the United States Navy in 1862 with the reorganization of the service. Previous to this time, all lieutenants in command of smaller men-of-war were called "lieutenant commanding," and so signed themselves. From this was derived the title of "lieutenant commander."

Since many, in addressing a lieutenant colonel, are accustomed to using



the shorter form of "Colonel," it is understandably easy to fall into the same habit with the rank of lieutenant commander. The practice, nonetheless, is not the correct one. The only time you may address a lieutenant commander as "Commander" is when he is the regularly assigned executive officer.

A naval officer is introduced to civilians by his title, and the method of introduction should give the cue as to how he should be addressed from then on. If you were introducing an officer below the rank of commander, you might say, "This is Lieutenant Jones. Mr. Jones is an old shipmate of mine." This serves a double purpose: it gives the civilian to whom you are introducing an officer knowledge of the naval man's rank, in the event he does not know it, and it also "tips" him off as to the correct method of address—"*Mr.* Jones."

With Women's Reserve and Navy Nurse Corps officers, the procedure is similar, except that with *all* ranks you would use "Miss" or "Mrs." after introducing them by title.

As many people are not familiar with all Navy rank insignia and corps devices, it's usually a good idea to let an introduction, however brief, be reasonably informative. A lieutenant in the Navy Nurse Corps might be introduced by saying, "This is Lieutenant Johnson. Miss Johnson is in the Navy Nurse Corps here." With a Wave: "This is Lieutenant Commander Jones. Miss Jones is on duty at the Navy Department." (Of course, in being informative, don't reveal security information.)

The Navy today is a cross-section of America. Some of the Best People are also the best seamen. In the same family, one man may be a machinist's mate and his brother a lieutenant. The ensign's sister is a Wave yeoman, and so on. General Pershing holds the highest U. S. military rank, General of the Armies, but his son entered this war as a private. Your own Secretary of the Navy entered the last war as a seaman second class.

So, while the distinction between officer and enlisted personnel still exists in all formal and official relations, it does so less and less in nonmilitary relationships.

Military and civilian practices differ in introducing and addressing enlisted personnel. Under military conditions, enlisted personnel are known by their last names. That is the customary and expected procedure. But in a social gathering, civilians would feel unnecessarily curt in addressing any enlisted man or woman by last name alone. Few hostesses would feel comfortable engaging a visiting Wave yeoman in small talk by saying, "Well, Hepplewhite, what do you think of the Dodgers' chances?"

It is customary therefore for those outside the service to extend to an enlisted man or woman the same courtesies they would naturally have extended to them in civil life, and to prefix their name with "Mr.", "Miss" or "Mrs." as the case may be. In introducing them, one procedure might be to give the rating and name, then the mode of address, as in: "This is Machinist's Mate Smith. Mr. Smith will be visiting us for a while."

On the other hand, a procedure which has greater simplicity is that generally used with enlisted personnel of the Army, introducing them by rank rather than by specialty: "Sergeant Jones," "Corporal Smith," "Private Hargrove," and so on. The nearest equivalent in Navy terminology would be the term "petty officer," and this could be used to provide a simple method of introduction: "This is Petty Officer Jones." Below petty officer, you would say, "This is Seaman Jones" or "Fireman Jones." Both would thereafter be addressed as "Mr. Jones."

To be realistic about it, most introductions, of course, occur on a good deal less formal basis than in the books anyway, and it's likely to go: "Mary, this is Bob Johnson, who was in the same ship with me."

Quarterdeck Etiquette

Unlike wardroom etiquette (which follows next), quarterdeck etiquette has not had many changes during the war. All officers and men, upon reaching the quarterdeck, either from a boat, from the shore, or from another part of the ship, salute the national ensign. If the ensign is not hoisted this salute is tendered only when leaving or coming on board ship.

In making the salute, which is entirely distinct from the salute to the officer of the deck, the person making it stops at the top of the gangway or upon arriving at the quarterdeck, faces the colors and renders the salute, after which the officer of the deck is saluted. In leaving the quarterdeck the same salutes are rendered in reverse order. The officer of the deck

HOW TO ADDRESS AND INTRODUCE NAVAL PERSONNEL

Person addressed or introduced:	TO MILITARY PERSONNEL		TO CIVILIANS	
	Introduce as:	Address as:	Introduce as:	Address as:
NAVAL OFFICER (Comdr. or above)	"Captain (or appropriate rank) Smith"	(same)	"Captain Smith"[1]	(same)
NAVAL OFFICER (Lt. Comdr. or below)	"Mr. Smith"	(same)	"Lt. Comdr. Smith"[2]	"Mr. Smith"
WOMEN'S RESERVE OFFICER (Comdr. or above)	"Commander Smith"	"Miss (or Mrs.) Smith"	"Commander Smith"	"Miss (or Mrs.) Smith"
WOMEN'S RESERVE OFFICER (Lt. Comdr. or below)	"Miss (or Mrs.) Smith"	(same)	"Lt. Comdr. Smith."	"Miss (or Mrs.) Smith"
MEDICAL CORPS OFFICER (Comdr. or above)	"Commander Smith"[3]	(same)	"Commander Smith"	(same)
MEDICAL CORPS OFFICER (Lt. Comdr. or below)	"Dr. Smith"	(same)	"Lt. Smith, of the Navy Medical Corps"	"Dr. Smith"
CHAPLAIN CORPS OFFICER	"Chaplain Smith"	(same)	"Chaplain Smith"	(same)
NAVY NURSE CORPS OFFICER (Comdr. or above)	"Commander Smith"	"Miss (or Mrs.) Smith"	"Commander Smith, of the Navy Nurse Corps"	"Miss (or Mrs.) Smith"
NAVY NURSE CORPS OFFICER (Lt. Comdr. or below)	"Miss (or Mrs.) Smith"	(same)	"Lt. Smith, of the Navy Nurse Corps"	"Miss (or Mrs.) Smith"
U. S. PUBLIC HEALTH SERVICE OFFICER (M.D. or dentist)	"Dr. Smith"[4]	(same)	"Dr. Smith, of the Public Health Service"	"Dr. Smith"
U. S. PUBLIC HEALTH SERVICE OFFICER (Sanitary Engineer)	"Mr. Smith"	(same)	"Mr. Smith, of the Public Health Service"	"Mr. Smith"
COMMISSIONED WARRANT OFFICER	"Mr. Smith"	(same)	"Warrant Officer Smith"	"Mr. Smith"
MIDSHIPMAN	"Mr. Smith"	(same)	"Midshipman Smith"	"Mr. Smith"
WARRANT OFFICER	"Mr. Smith"	(same)	"Warrant Officer Smith"	"Mr. Smith"
CHIEF PETTY OFFICER	"Chief Machinist's Mate Smith"	"Smith"	"Chief Machinist's Mate Smith"	"Mr. Smith"
AVIATION CADET	"Aviation Cadet Smith"	"Mr. Smith"	"Aviation Cadet Smith"	"Mr. Smith"
PETTY OFFICER	Use name and rate, as: "Smith, Gunner's Mate, 2nd"	"Smith"	"Gunner's Mate Smith" OR "Petty Officer Smith"	"Mr. Smith"
SEAMAN	"Seaman Smith"	"Smith"	"Seaman Smith"	"Mr. Smith"

NOTES: [1] When not in uniform (as in peacetime, or in beach attire) a captain or lieutenant would be introduced as "of the Navy" to distinguish his rank from the similar-sounding Army one.

[2] A suggested form of introduction is: "This is Lieut. Comdr. Smith. Mr. Smith is now stationed here." This indicates both (a) the officer's rank and (b) how to address him.

[3] If a senior officer of the Medical Corps prefers to be addressed as "Dr.," such preference should be honored.

[4] In any case where you had reason to believe the Dr.'s insignia might not be recognized, it would be correct to add "—of the Public Health Service" in introducing him.



* MODIFICATIONS OF WARDROOM ETIQUETTE DUE TO WARTIME CONDITIONS ARE COVERED AT LENGTH IN ARTICLE

returns both salutes, and it is his duty to require that they be properly made.

The commanding officer clearly defines the limits of the quarterdeck to embrace as much of the main or other appropriate deck as may be necessary for the proper conduct of official and ceremonial customs.

The etiquette of the quarterdeck should be strictly enforced by the watch officer. For officers and enlisted men alike, it requires adherence to these rules:

1) Avoid appearing on the quarterdeck out of uniform.
2) Never smoke on the quarterdeck.
3) Avoid putting hands in pockets (*especially* on the quarterdeck).
4) Avoid horseplay on the quarterdeck.
5) Never walk on the starboard side of the quarterdeck unless invited by the admiral or the captain.
6) Don't engage in recreational athletics on the quarterdeck unless it is sanctioned by the captain, and then only after working hours.

The starboard gangway to the quarterdeck is used by all commissioned officers, warrant officers and their visitors; the port gangway is used by all others. If the construction of the ship or other circumstances make a change in this rule expedient, the change may be made at the discretion of the commanding officer. In heavy weather, the lee gangway is used by everyone.

Wardroom Etiquette

The whole subject of wardroom etiquette has undergone so many changes due to the exigencies of war and battle that perhaps the best approach would be, in the interest of completeness, to take up the generally prevailing rules of wardroom etiquette as they would be under peacetime conditions, and then to show some of the variations that have been brought about by war.

The wardroom is the commissioned officers' mess and lounge room. The main peacetime rules of its etiquette were:

1) Do not enter or lounge in the wardroom out of uniform.
2) Don't sit down to meals before the presiding officer does. (Exception: breakfast.)
3) If necessary to leave before the completion of the meal, ask to be excused.
4) Always introduce guests to all wardroom officers, particularly on small ships.
5) Never be late for meals. If you are unavoidably late, make your apologies to the presiding officer.
6) Do not loiter in the wardroom during working hours.
7) Avoid wearing a cap in the wardroom, especially when your shipmates are eating.

8) Avoid being boisterous or noisy in the wardroom.
9) Don't talk "shop" continuously.
10) Pay mess bills promptly.
11) Gambling or drinking on board ship is a general court-martial offense.
12) Remember that the more experienced officers in the mess will respect a frank admission of ignorance, but that they will soon "have your number" if you assume a presumptuous attitude and continually make blunders.
13) The Lord loveth a cheerful giver, but the wardroom cherishes a good listener.

One of the oldest mess customs is that religion, politics and women should not be discussed.

The executive officer is the president of the mess. *Navy Regulations* prescribe the seating arrangement. Officers are assigned permanent seats at the table; alternately, in the order of rank, to the right or left of the presiding officer, except that the seat opposite that of the presiding officer is occupied by the mess treasurer. (Second ranking officer sits to the right of the presiding officer, third to the left, etc.)

So much for life up to 7 Dec. 1941.

Today, in many cases, the routine of the wardroom is vastly different. Regular mealtimes go out the window when you're at General Quarters. If before eating you waited for the presiding officer to sit down, you'd get weak around the knees, for many times the presiding officer will be topside at battle station, as will your comrades.

Many an officer can report that, far from eating in the wardroom, he has subsisted on sandwiches and coffee served topside whenever he could snatch a hasty bite, and that this has sometimes gone on for days at a stretch. A rule about "never be late for meals" is hardly binding under such circumstances.

Also, the custom of not talking "shop" was a useful one in times when war was not the business of the day and when in addition you had opportunities of picking up other subjects of conversation. Today, the reaction is "What else is there to talk about?"

No point in asking a man just in from the Gilberts if he's seen any good plays lately, or checking with someone who was on the Truk raid to see what good books he's come across. They've had their hands full. Mealtime, when they get it, is frequently a chance to exchange those little bits of information and "dope" about their experiences that increase the knowledge of all fighting men. Talking "shop," in such cases, leads not to too much dullness in the conversation, but just breeds a little more trouble for Tojo.

Even the seating arrangements in some wardrooms have undergone



Beam (NATC, Corpus Christi, Tex.)

"Yes, Sir, I know how to talk to these men—but you'll have to get them wimmin outa here."

change, instead of adhering to the old system of rigid precedence. Many ships will scatter their higher ranking officers among many tables, rather than concentrate them at one place, where a single (un)lucky hit might wipe all out at once. It is sometimes the custom also, where eating in shifts, to see that there is a "cross-sectioning" of rank among the various shifts, for the same reason.

In peacetime, wardroom etiquette may go back to "the book" again, but for the duration common sense and necessity have made a few changes.

Boat Etiquette

1) Unless otherwise directed by the senior officer present, officers enter boats in inverse order of rank (juniors first) and leave in order of rank (juniors last).
2) Always stand and salute when a senior enters or leaves a boat, unless you are an enlisted man and there is an officer or petty officer in charge to render the honors.
3) When a senior officer is present, do not sit in the stern sheets unless asked to do so.
4) The seniors are accorded the most desirable seats.
5) Always offer a seat to a senior.
6) When leaving ship, get in the boat a minute before the boat gong, or when the OOD says the boat is ready—don't make a last-second dash down the gangway.
7) If the boat is crowded, and you are junior, get off and get on the next one.
8) Juniors show deference to seniors by not crossing the bows of their boats, crowding them or ignoring their presence.
9) A landing over another boat should not be made without permission, and permission to do so is not asked if it can be avoided.

Finale

Even Mark Twain, who was no lover of things military, had one of his characters say: "Armor is a proud burden and a man stands straight in it."

And while observance of military courtesy will not of itself necessarily earn anyone Chaucer's brief but famed accolade: "He was a verray perfight gentil knight," on the other hand, it *will* help. Observance of it is not incompatible with the qualities of a first-class fighting man, as the record of American naval heroes will show.

I-WITNESS

BY SGT. JOHN B. T. CAMPBELL JR.
Marine Corps Combat Correspondent

SAIPAN, Marianas Islands—We could see the greatest task force in the history of the Pacific belting away at the island with guns and planes, and some of us weren't too far away from feeling sorry for the Japs. We've got over those notions now.

The Jap controlled the high points on this island. He knew the terrain perfectly and could observe our dispositions, down to a gnat's eyelash. He waited, except for casual firing, until we had landed and partially put our artillery into position. This took until nightfall, and then he opened up on us with concealed guns—some of which are thought to be eight-inchers.

I found a foxhole and was settling into it when a tired-looking youngster came along and asked if he could get into it, too. There wasn't really room, but at a time like this a man likes company more than comfort and I made him welcome. He turned out to be a hospital apprentice from Kansas City, Mo. It's a fine thing to have a hospital apprentice for a bunk mate on such a night as this turned out to be.

All night long, the Japs pitched shells into our position, doing a lot of damage to equipment and killing and wounding men. The reason things were not worse was that the Japs had some other targets to work over.

The morning was worse than the night. In the night the Japs had known within a couple of yards where our installations were. In the morning they knew to a half inch. The infantry would call for artillery support and the men would get out of their foxholes and work their guns. Then the Jap artillery would open up on them and drive them into the ground—but usually not before men had been killed or wounded and weapons put out of action.

While this was going on, planes and ground observers were trying to spot the Jap emplacements. The artillerymen were burning to duel with the Japs, but there can be no duel if you can't see your opponent. The Japs pushed our front lines back a bit and some of the artillery positions came under direct rifle fire.

It was about 1100 that a plane at last spotted the Jap positions. The planes attacked with rockets and the long-suffering artillerymen, who had been "taking it" for almost 20 hours, began to dish it out. In a very few minutes the Jap positions were plastered. They had been concealed in the side of a hill. By 1400 not a peep was coming from them.

BUREAU OF
NAVAL PERSONNEL
INFORMATION BULLETIN

AUGUST 1944 NAVPERS-O NUMBER 329

This magazine is published for the information and interest of the Naval Service as a whole, but opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. Articles of general interest may be forwarded to the Editor.

On Thinking the War Is Over

From the recent great victories of the Allies, and from the increasing emphasis of post-war planning, it might seem easy enough to conclude that for all practical purposes the war is over. However, without gainsaying the victories and without denying the planning, it is not only wrong but dangerous to believe that final victory is imminent.

The truth of the matter is simple: Victory will come at the moment the Germans and Japanese decide to surrender unconditionally — but that has been true from the beginning, and from a military standpoint the end is not yet in sight. There will be long campaigns to plan, much hard work and many casualties before the victory is won. The triumphs of the moment are impressive and important, but not yet conclusive. We know from bitter, costly experience that the enemy is skillful, resourceful and tenacious; until he actually lays down his arms we cannot say the war is over.

As for the post-war studies and planning now under way it does not necessarily follow that, because they are being undertaken now, they portend an immediate end of fighting. To interpret this planning in such a light is wishful thinking indeed. These plans are only evidence that we recognize that the war will be over, and victoriously so, *sometime.* It is not only sensible but necessary that plans be made. But they should not be misinterpreted to mean more than the confidence of ultimate victory and the intelligent assurance that those who make the victory possible shall not be defeated by the problems of peace.

No, the war is not yet over, and wishing or misreading the signs will not make it so. The only way we can win is to get up steam and fight, and the closer victory comes the harder we must fight to bring it to us sooner.



1. 21 June—Allies open month of record bombing of Nazi Europe with 2,200-plane U. S. raid on Berlin.
2. 23 June—Red Army unleashes gigantic offensive against Germans.
3. 26 June—Yanks take Cherbourg.
4. 26 June—British and Chinese take Mongaung in northern Burma.
5. 30 June—Thousands of Danes riot against Nazis in Copenhagen.
6. 2 July—U. S. troops land on Noemfoor Island, off New Guinea.
7. 3 July—Russians take Minsk.
8. 4 July—Pacific Fleet carrier force raids Bonin, Volcano Islands.
9. 4 July—British retake Ukrul, India, chase Japs back into Burma.
10. 8 July—Organized Jap resistance ends on Saipan.
11. 8 July—B-29s raid Japan.
12. 9 July—British and Canadians take Caen.
13. 13 July—Land-based Navy heavy bombers raid Volcano Islands.
14. 15 July—U. S. battleships join in shelling of Guam as carrier planes continue daily raids on island.
15. 18 July—British break through at east end of Normandy peninsula.
16. 19 July—Allies take Leghorn and Ancona in Italy.
17. 19 July—Red Army drives across 1941 German-Soviet border.
18. 20 July—U. S. forces land on Guam.

LETTERS TO THE EDITOR

This column is open to unofficial communications from within the Naval Service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Communications which violate these provisions may be returned via official channels. Do not send postage or return envelopes; no private reply will be made.

LEAVE AND TRAVEL TIME

SIR: In your July issue, the question "What is the rule about days allowed for travel time?" was answered: "They do not count as leave. For details, see Article D-7028, BuPers Manual."

I have read over carefully referenced article and find nothing in it which states that travel time does not count as leave. It has always been my belief that a man away from his station and duty on authorized absence is on leave. I respectfully refer you to Article 1727, Navy Regulations, which in the case of an officer states, "The time required for an officer to travel to and from the place where his leave is spent shall be considered as leave and shall be included in the report of days absent. Also, in the Navy's standard transfer form, under Special Instructions, it states, "LEAVE: .....days leave and.....days travel time is hereby authorized, *this delay to count as leave.*"—R. B. B., Lt. Comdr., USN (Ret).

• *In general, you are correct. A man who travels on leave travels on his own time. But "travel time" has a specific official meaning (i.e., traveling time involved in proceeding on government business) and within the sense of that official meaning it was used properly in the matter at question. By BuPers Manual D-7028 (15), 10 days leave* AND TRAVEL TIME *may be granted graduates of class A schools prior to transferring to duty afloat. (However, present policy is, wherever possible, to grant five days and travel time, although in some cases it is not practical to grant leave.) Where leave is granted with travel time upon such graduation, official travel time to a new duty is involved and such travel time does not count as leave.*—ED.

NO SANTA CLAUS

SIR: Is it true that officers on active duty prior to 1 June 1942, receive six months' base pay upon returning to civilian status?—R.F.M., Lt., USNR.

• *No. There is no such provision of law. Mustering-out pay is the only benefit of the type you mention. Its provisions were covered in the* INFORMATION BULLETIN, *March 1944, p. 70.*—ED.

FOUR-STAR ADMIRALS

SIR: I understand the U. S. Navy has had only three full, permanent four-star admirals, namely Admirals Porter, Farragut and Dewey. A shipmate says a few four-star admirals have been made during the last year. Please advise.—A.R. B., CPhM.

• *There have been only three officers of the Navy assigned permanent rank above*

(Continued on page 60)



THE MONTH'S NEWS

PERIOD 21 JUNE THROUGH 20 JULY

The War

On nearly every fighting front—on land, at sea and in the air—the Axis continued on the defensive last month.

As U. S. forces completed their conquest of Saipan and landed on Guam, potential stepping stones to the Philippines or to Japan itself, powerful Allied armies advanced upon Germany from three directions. As U. S. warships roamed Far Eastern waters at will, bombarding Japanese defenses almost with impunity, Allied bombers continued to rain thousands of tons of explosives daily on Hitler's fortress from bases in England, Italy and Russia. As Jap Premier Tojo and his entire cabinet resigned in the midst of what he himself called an "unprecedently great national crisis," Hitler announced that he had been burned and bruised by a bomb planted by one of his own officers.

Saipan, in the Marianas Islands, gives us a sea and air base only slightly farther from Tokyo than Chicago is from New York. The Japs learned what that may mean when Army B-29s, paying a second visit to their homeland on 8 July, dumped bombs on the naval base at Sasebo and the steel center of Yawata.

Jap dead were still being buried on Saipan when, on 20 July, U. S. marines and Army troops hit the beaches on Guam under cover of a pulverizing aerial and warship bombardment.

Spearhead of our operations in the Western Pacific was Task Force 58, which in six weeks battered Japanese defenses with the longest sustained sea-air assault in naval history. Its carriers and other warships first struck at Saipan, Guam and Tinian on 10 June. Three days later they suddenly appeared off the Bonin and Volcano Islands, 500 miles southeast of Japan proper, where they neutralized enemy bases. Five days later Task Force 58 tangled with the Japs west of Guam and destroyed 402 enemy planes in one day. The following day, 19 June, its divebombers and torpedo planes located a large Japanese fleet fleeing towards the Philippines and before nightfall had sunk two carriers and two tankers, and severely damaged a dozen other vessels.

Just three days later Pagan Island

U. S. Forces Capture Saipan, Invade Guam as Allies Press Three-Way Drive on Nazis

LAST SEPTEMBER



The Navy landed the U. S. 5th Army in Italy and supported the beachhead by bombardment —then gave the enemy warning of future offensives by announcing its surface tonnage had been nearly tripled and its air fleet enlarged 10-fold in three years.

SEPTEMBER 1944

SUN	MON	TUE	WED	THU	FRI	SAT
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

★ WHAT WILL WE DO THIS YEAR? ★



Official U. S. Navy Photograph

ALL HANDS aboard a U. S. aircraft carrier are commended by Admiral Lord Louis Mountbatten, Supreme Allied Commander in Southeast Asia, after a joint U. S.-British naval task force struck a heavy blow on Sabang in northern Sumatra.

felt a blast from 58's air and surface craft. The following day it paid a return visit to the Bonin Islands. After a 10-day lull, the task force again raided harbors and shore installations in the Volcano and Bonin Islands, damaging several destroyers and supply ships.

During this rampage in the Far East, Task Force 58 destroyed 767 planes, probably destroyed 15 more, sank two carriers, four destroyers, five tankers, 13 cargo ships, six escort vessels and one transport. It damaged three carriers, one battleship, three cruisers, seven destroyers, three tankers and more than eight cargo ships. The U. S. force lost 157 aircraft, but rescued 85 pilots; two of its carriers and one battleship were superficially damaged.

Meanwhile, land forces had completed the conquest of Saipan. More than 19,000 enemy dead were buried and 1,460 Japs were captured. Secretary of the Navy James Forrestal described Saipan as "a prize of the first magnitude," which brought the war in the Pacific to a new phase. Our losses were 2,359 killed, 11,481 wounded and 1,213 missing.

U. S. naval forces in the Marianas next turned their fiery fury on Guam, which is 10 miles longer and three miles wider than Saipan and has an excellent harbor at Apra. Gunfire from Pacific Fleet battleships, cruisers and destroyers supplemented daily raids by our carrier planes on this former American outpost which the Japs had overwhelmed in the first week of the war.

As the bombardment went into its 17th straight day our landing craft poured marines and Army troops ashore north and south of Apra. The amphibious strike was described as the smoothest of the Pacific war, with opposition moderate on the beaches but stiffer as the invaders drove inland.

The Allied drive toward the Philippines in the Southwest Pacific moved ahead when American troops landed on Noemfoor Island, 100 miles west of Biak, and captured the key Kamiri airfield one hour and 51 minutes later without much opposition. On a 1,000-mile front, from the Solomons to the Netherlands Indies, Allied aircraft and light naval patrols were sinking or heavily damaging Jap vessels at a rate of better than 10 a day. During the 30-day period ending 14 July, 304 craft ranging from power barges to a 10,000-ton tanker were sunk or damaged.

Even in China, where the Japanese scored their only successes in June, their steam-roller advance down the Hankow-Canton railway was brought to a halt by a strong Chinese counter-attack. The Chinese, supported by our air forces, broke out of the ring at Hengyang and seemed to be foiling efforts of the Japanese to regroup and strike back.

In the China-India-Burma sector, the British captured Ukhrul in India and pursued the Japs back across the Burma border. Two Chinese armies in Burma joined forces seven miles west of Mogaung, clearing 300 miles of the new Ledo supply road to China.

Japan's European partner, meanwhile, was feeling the full weight of Allied armed might from three sides. After capturing Cherbourg on 26 June, the American 1st Army launched an offensive on a 30-mile front which slowly pushed the Nazis back from the base of the Cherbourg peninsula. The British and Canadians took Caen after a 33-day struggle and by 20 July were punching slowly forward in the general direction of Paris, 110 miles away.

It was announced that Allied naval losses in connection with the Normandy invasion were 15 ships—three U. S., one Norwegian and two British destroyers; a U. S. destroyer escort, a transport, a fleet tug and a minesweeper; three British frigates and two auxiliaries.

Heavy bombers continued and stepped up their pounding of occupied Europe, concentrating on oil refineries, plane factories and the German rocket coast. General Arnold, commanding general of the U. S. Army Air Forces, estimated that blows against German oil centers had reduced the supply to 30% of normal. He revealed that the oil shortage had become so acute that the Nazi mechanized forces were being rationed.

Robot bombs continued to deal death and destruction to civilians in the London area despite Allied counter measures. Prime Minister Churchill announced on 6 July that these "doodlebugs" had killed 2,752 persons and injured about 8,000. An average of one person was killed for every robot bomb launched.

CASUALTY FIGURES

Casualties among naval personnel through 20 July totaled 49,188. Totals since 7 December 1941:

	Dead	*Wounded*	*Missing**	*Prisoners**	*Total*
U. S. Navy.....	15,646	6,230	8,380	2,524	32,780
U. S. Marine Corps	4,897	7,951	867	1,945	15,660
U. S. Coast Guard	343	175	230	0	748
Total.....	20,886	14,356	9,477	4,469	49,188

* A number of personnel now carried in the missing status undoubtedly are prisoners of war not yet officially reported as such.

In the east the Russians launched their promised full-scale offensive on 23 June. In four days they had liberated 1,700 places, captured Vitebsk and Zhlobin and were within 34 miles of the old Polish border. On the 11th day of their offensive they had driven back the Nazis 165 miles, taken Minsk and killed or captured 213,000 Germans. In 22 days the Red Army had advanced 265 miles, an average of about 12 miles a day. On 19 July they crossed the 1941 Soviet-German border.

A Red Army thrust through the Baltic states threatened to encircle about 30 German divisions in Estonia, Latvia and Lithuania, and there were some signs that the Nazis planned to withdraw from the whole area. Capture of Grodno on 16 July opened the way for an advance into East Prussia, only 45 miles away.

The Germans' resistance stiffened in Italy as they backed up to their next defense line near Florence. The 5th Army took Cecina on 2 July in one of the stiffest battles since the occupation of Rome. French troops celebrated Bastille Day by capturing the important center of Poggibonsi, 21 miles southwest of Florence. The British 8th Army seized Arezzo, commanding four important roads leading northward. On 19 July came the fall of Leghorn, great Italian port and naval base.

Behind the fronts, too, there were signs of trouble for the Nazi leaders: a plot, as Hitler himself described it, "to remove me and . . . virtually to exterminate the German High Command." By radio he assured the people that he had not been seriously hurt by a bomb set off at his headquarters by an army colonel, and laid the plot to "an extremely small clique" of officers. From other sources came reports of widespread dissention among German military and political leaders, of mutinies within the armed forces, of wholesale arrests and executions.

U. S. submarines in the Pacific continued to take a heavy toll of Japanese shipping. The Navy announced on 5 July that 17 more Jap ships had been sunk, and on the same day the British Admiralty reported its submarines had sunk nine more in Far Eastern waters. Fourteen additional sinkings by U. S. subs were announced on 19 July.

Nazi U-boats, on the other hand, were having tough sledding in the Atlantic. Without giving any figures, President Roosevelt and Prime Minister Churchill announced on the 9th that ship losses to undersea raiders "reached almost the lowest figure of the entire war" during June.

On every far-flung battlefront the war seemed to be entering a decisive phase, with the Allies on the threshold of the enemy's inner fortresses.



Official U. S. Navy Photographs

NEAR MISS: A flaming Judy—Japanese torpedo bomber—dives toward a U. S. Essex-class carrier (above) but narrowly misses the ship and crashes into the sea (below). The plane was one of more than 400 shot down by fighters and antiaircraft guns of Task Force 58 off the Marianas on 18 June.





Official U. S. Navy Photograph

HIGH AND DRY: Unloading continues from LSTs left stranded when the tide went out on the Normandy beachhead.

Navy News

• The USS *Wisconsin*, believed to be the mightest battleship in the world, was commissioned only 18 weeks after she was launched and is now in action, it was disclosed last month. In peacetime it usually requires a year after a battleship has been launched to place her in commission. In contrast, the USS *Iowa* was commissioned in 25 weeks and the USS *New Jersey* in 24 weeks. Both are sister ships of the 45,000-ton *Wisconsin*, but improvements added during construction make the *Wisconsin* more powerful. She mounts an improved 16-inch gun and more than 125 antiaircraft guns of varying size.

• More than 320 persons, most of them enlisted naval personnel, were killed on 17 July in a double explosion which shattered two munitions ships being loaded at the Naval Magazine, Port Chicago, Calif. The blast, one of the most disastrous in the nation's history, caused damage estimated at $5,000,000, excluding the value of the thousands of tons of munitions blown up. A Coast Guard crash boat and a fire barge also were destroyed and a tanker damaged. Every building within a radius of two or three miles was razed or damaged.

• Composite Squadron 1, first aircraft squadron to operate from an escort carrier against U-boats and one of the most successful of the sub-killer groups, was disbanded recently after establishing an outstanding record. As a unit of the USS *Card* task group, its flyers shared in the Presidential Unit Citation awarded last fall for sinking or damaging more subs than any other team in naval history.

The squadron was organized in April 1941 and operated from the USS *Long Island*, experimental converted carrier. After participating in the Battle of Midway, Composite Squadron 1 was transferred to the USS *Card* in the Atlantic. Twenty-seven members have received decorations or commendations, and six have been decorated twice. The list includes one Navy Cross, four Silver Stars, 10 Distinguished Flying Crosses and 14 Air Medals.

• A new rust preventive to protect metal against corrosion has been developed by BuShips and BuAer, in conjunction with private industry. This new "thin-film" compound has been especially valuable in keeping landing craft free of rust and deterioration during construction and long ocean voyages. It also has been used extensively in reconditioning machinery which has been submerged in seawater, and it is recommended for keeping bright work shined. It is now issued as a standard stock item (52C3257) and is available at navy yards and most repair facilities.

• Rear Admiral Arthur G. Robinson, USN, last month relieved Rear Admiral Walter S. Anderson, USN, as president of the Board of Inspection and Survey. Admiral Anderson will become commandant of the Gulf Sea Frontier and commandant of the 7th Naval District. Admiral Robinson has been commandant of NOB, Trinidad, B.W.I.



Admiral Robinson



Admiral Anderson

• Because the Navy has brought the war to Japan's doorstep sooner than expected and the progress of amphibious warfare has necessitated shifting of material production schedules, the Navy Department has been authorized by the President to acquire 194,000 additional enlisted men by 31 Dec. 1944 and 189,000 more by 30 June 1945, if necessary.

This increases the Navy's authorized strength from 3,006,000, the previously authorized figure, which now has been reached, to 3,389,000, a total increase of 383,000. The additional personnel will be procured from civilian sources. It involves no increase in the number of officers and officer candidates previously authorized.

Additional personnel are essential to keep pace with the acceleration of operations in the Pacific theater. Men who might not have been needed until late next year must now be drawn into service between October 1944 and July 1945 to assure successful operations on the revised timetable. For the most part the additional personnel are needed for manning new amphibious craft and auxiliary vessels going into commission next year.

• The 75,000th landing by an airplane on the USS *Saratoga*, the Navy's largest and oldest aircraft carrier, was made recently. Sixteen years have passed since Lt. Comdr. (now Vice Admiral) Marc A. Mitscher, USN, landed the first plane on the *Sara's* deck.

• Air Group 12, one of the Navy's hardest hitting aggregations of flyers, is home for rehabilitation and reassignment after more than a year's combat duty in the Pacific. The group's fighters, divebombers and torpedo planes destroyed 102 enemy planes, damaged 78, sank 104,500 tons of shipping and damaged another 198,500 tons, from Guadalcanal to the Indian Ocean.



Comdr. Clifton

Commanded by Comdr. Joseph C. Clifton, USN, Air Group 12 participated in the Gilberts' invasion, roved the Marshalls for 25 days, covered the landings on Eniwetok and joined with the British to attack Sabang and Surabaya in the Netherlands Indies.

• Rear Admiral A. Stanton Merrill, USN, who won the Navy Cross and the Legion of Merit while commanding a South Pacific task force, has assumed his new duties as the Navy's Director of Public Relations. He relieved Capt. Leland P. Lovette, USN, whose new assignment has not yet been announced. Captain Lovette recently returned from a special mission in connection with the Allied invasion of France.

• After 20 months of duty in the Mediterranean theater, during which time they participated in two amphibious operations and were stationed in 27 different localities, the officers and men of the 120th Construction Battalion have been returned to the U. S. under the special rotation policy for CBs of rotation by battalions. Formed in the field from the second sections of the 17th and 53rd Battalions, the 120th developed airfields in Africa and built camps, hospitals, ammunition dumps and many other types of installations at Casablanca, Algiers, Safi, Fedala, Port Lyautey, Oran, Bizerte, Arzew, Mostaganem, Agadir, Salerno and Palermo. The battalion will have a well-earned 30-day leave before tackling its next assignment.

• A court of inquiry to investigate the circumstances connected with the Japanese attack on Pearl Harbor has been ordered by Secretary of the Navy James Forrestal, in compliance with a joint resolution adopted by Congress. The court convened at Washington on 17 July. Admiral Orin G. Murfin, USN (Ret), is president of the court of inquiry, and the other two members are Admiral Edward C. Kalbfus, USN (Ret), and Vice Admiral Adolphus Andrews, USN (Ret). Comdr. Harold Biesemeier, USN, is judge advocate.

• For the first time, a woman of the naval service is to have a combatant ship named in her honor. A new destroyer under construction at the Bath Iron Works, Bath, Me., will be named for the late Mrs. Lenah S. Higbee, first superintendent of the Navy Nurse Corps. Mrs. Higbee was one of the four women to win the Navy Cross—and the only woman to receive it while still alive. She was honorably discharged at her own request in 1922, and died 10 Jan. 1941. One other combatant ship, the revenue cutter *Harriet Lane*, used in the Civil War, was named for a woman, the niece and official hostess of President James Buchanan. The Navy, however, has numerous auxiliary ships bearing feminine names.



Mrs. Higbee

• Three Jap planes were shot down within 30 seconds recently by Lt. Comdr. Robert A. Winston, USN, of New York City, skipper of the "Meat-axe" fighter squadron. The action occurred off Palau when he attacked a division of three divebombers which had separated from the main Japanese formation. Starting with the plane nearest him, he poured .50-caliber slugs into one Jap plane after another, and each fell in flames after a quick burst. Lieutenant Commander Winston formerly was aviation assistant to the Director of Public Relations in Washington, and has written three books and numerous magazine articles on aviation.



Official U. S. Navy Photograph

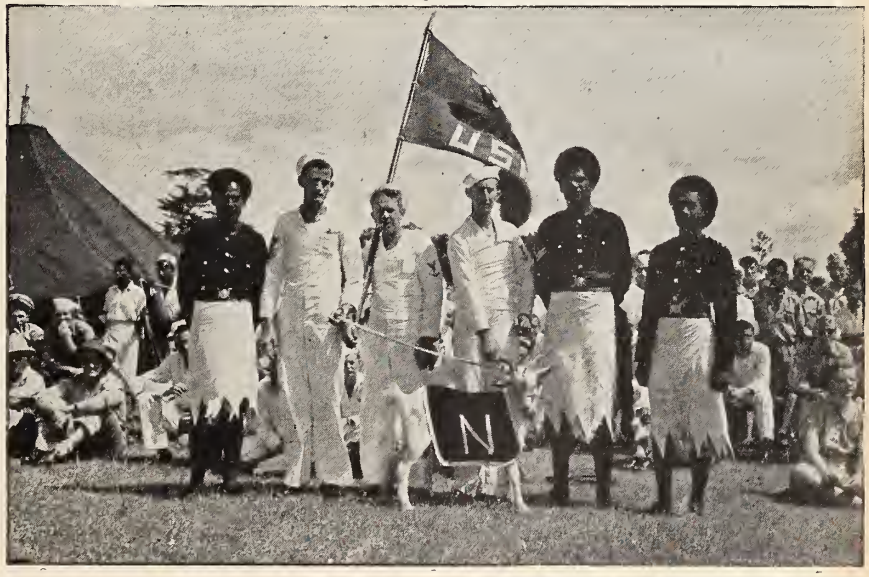
Lt. Comdr. Winston in his Hellcat.

• Refusing to abandon his disabled Catalina flying boat, a Navy pilot finally got it back to base in the South Pacific after a 100-mile surface trip under its own power and by tow. Lieut. Lloyd E. Sloan, USNR, of Mission, Tex., made a successful water landing at night to rescue a downed flyer in St. George Channel, between New Britain and New Ireland, but a big wave ripped the propeller from the starboard engine. Determined to save his plane, Lieutenant Sloan fought for 5½ hours to keep it from drifting toward the enemy-held shore only a mile and a half away. Contact then was made with two PT-boats, and they towed the plane for 15 hours until they reached the seaplane base.

• Four Navy enlisted men in a special beach unit won a $5 bet and captured 15 Germans during the first 24 hours of the assault on Normandy. They found an undamaged pillbox which appeared to be deserted. Army men fired a couple of shots down the pillbox ventilator, and then left, one of them betting a sailor that the place was abandoned. Finding a demolition kit, the Navy men blasted open the pillbox door and when the smoke cleared away a German officer stepped out, followed by 14 men. They were disarmed and marched two miles to a stockade. Two days later the Navy men met the Army bettor and collected the $5. "Here's your dough, sailor," said the loser. "I never was so glad to lose a bet in my life."

• To clarify policies regarding selection of applicants to fill advanced school quotas, BuPers has announced it does not consider practical the establishment of separate facilities and quotas for those Negroes who qualify for advanced training. No discrimination as to race will be allowed to influence the nomination of candidates for advanced school training; when Negro personnel are qualified, they will be given the same consideration as white personnel and will be assigned to schools in the same manner and on the same basis. This policy is stated in BuPers Circ. Ltr. 194-44 (N.D.B., 15 July 1944, 44-813).

• A main turbine engine rotor, weighing 10,000 pounds, was carried by air recently from New York to the Canal Zone by Naval Air Transport Service, to replace a damaged rotor in a War Shipping Administration tanker carrying fuel oil to Task Force 58. After a nine-hour layover, the damaged rotor was flown back to be repaired and installed in a new tanker. On the round trip the NATS plane, a Douglas



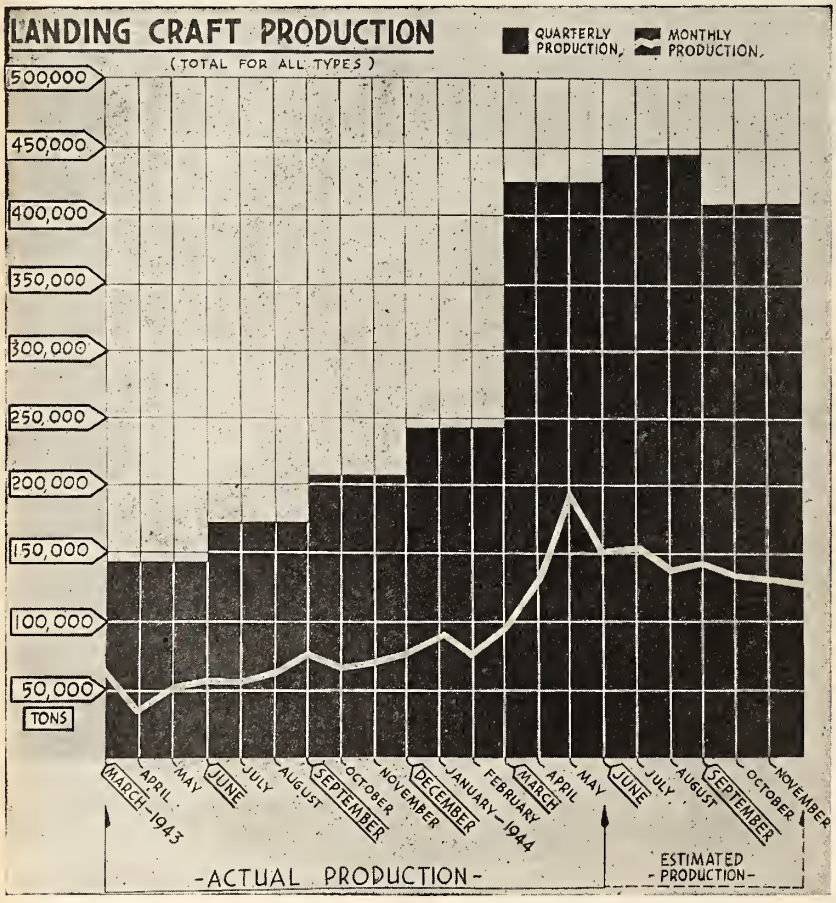
Official U. S. Army Signal Corps Photograph

GOAT 'n' ALL: None of the traditional color was lacking from the Army-Navy football game played recently at Albert Park, Suva, Fiji. Three native policemen served as escorts for these Navy men and their mascot.

four-engine Skymaster cargo transport, flew 5,000 miles in 26 hours and 40 minutes, an average of better than 185 miles an hour. Only one stop was made, for fuel, each way.

• After eight months of action in the Pacific, Air Group 23 has been returned for rest and reassignment. Called the "Sun Setters," the group destroyed or damaged 81 Jap planes, sank or damaged 38 vessels, and helped establish the worth of the light carrier in the fleet. Air Group 23 operated from one of the CVLs, carriers built on hulls designed for a class of light, fast cruisers and not to be confused with the CVEs, small carriers converted from merchant ship hulls. Airmen from a light carrier usually combine with the larger air group from a big carrier to add punch to a strike against the enemy; or they may protect a task force against enemy attack, thus freeing the larger carriers to concentrate upon the primary mission.

• The Naval Reserve Officer Training Center, New York, N. Y., has been established as an activity under the commandant of the 3d Naval District in order to centralize administration of the Naval Reserve midshipman program and reserve officer training on the eastern seaboard and coordinate and standardize the progress. The Naval Reserve Officer Training Center will include the following subordinate commands, each with a commanding officer under the commander of the center: Naval Reserve Midshipmen's School, Columbia University, New York, N. Y.; Naval Reserve Midshipmen's School, Cornell University, Ithaca, N. Y.; NTS (Indoctrination), Camp Macdonough, Plattsburg, N. Y.; NTS (Indoctrination), Princeton University, Princeton, N. J.; NTS (Indoctrination), Fort Schuyler, N. Y.; Pre-Midshipmen's School, Asbury Park, N. J.; V-12 Unit, Colgate University, Hamilton, N. Y.; V-12 Unit, Rensselaer Polythechnic Institute, Troy, N. Y.



All-Out Production Drive Boosts Landing-Craft Output Beyond Halfway Mark

The Navy has passed the halfway mark on the road to the fulfillment of its previously announced program to obtain 80,000 landing craft of all types.

By early July 1,624,162 tons had been produced, representing 48,267 landing craft. Completion of the presently authorized program will bring the total, including landing craft already completed when the program was launched, to about 100,000 vessels.

This production achievement is a victory for the mills, foundries, machine shops, mines and shipyards of the nation. Labor and management redoubled their efforts to reach their goals, which critics said were impossible of fulfillment. Up to 70 hours a week, including 10 hours on Sunday, became the schedule for many workers engaged in building landing craft. A million workers in 74 shipyards and 30,000 mills, foundries and machine shops participated.

Because the coastal shipyards were busy with naval and Maritime Commission construction, it was necessary to organize and develop inland shipyards. Production has gradually risen until as many landing craft are being built in one month now as in a whole quarter previously.

The program embraces various types—from the rubber boats paddled by scouts and raiders up to the LSD (landing ship, dock), half again as long as a football field and capable of carrying complete Army units. The "Elsie" fleet has now reached a tonnage approximating that of the entire merchant marine of the U. S. before the war.

Ships & Stations

• On duty at NTC, Great Lakes, Ill.: 17-year-old Donald P. King, S2c, who enlisted in the Marine Corps at 14, rode an invasion barge into Guadalcanal at 15, was wounded on the island and, after spending time in several hospitals and receiving the Purple Heart, was discharged at the age of 16, waited a year and enlisted in the Navy, spending two months at NAS, Jacksonville, Fla., prior to assignment to Torpedomen's School at Great Lakes; 17-year-old Clifford R. Wherley, AS, who enlisted in the Army at 14, flew 22 missions as a turret gunner in a B-26 Marauder in the African and Mediterranean theaters, received the Air Medal with three Oak Leaf Clusters, was returned home and discharged because he was under age, waited until he was 17 and enlisted in the Navy.

• Three times a day—at 0800, 1315 and 2000—the 60-foot motor launch pulls out of the boat docks at NTC, Farragut, Idaho, and churns through the green waters for a 25-mile swing around Lake Pend Oreille. In a year, the patrol boat has covered 27,375 miles—more than enough to take it around the world at the equator.

• Mascots: Bambi, year-old pet deer at NTC, Farragut, Idaho, was reported "off the reservation" but was not declared a deserter, having been seen in the vicinity; Mairzy Doats, pet goat at the Naval Air Gunner's School, Jacksonville, Fla., was promoted to AQM3c and made MAA of the fixed target range but for going out of



Official U. S. Navy Photograph

LAUNDRY troubles are over for these two Marines who have rigged up a "power-driven" washing machine in the Marshalls.

bounds was sentenced to solitary confinement by a deck court; Jennie the Deer and Elmer the Bear still are fast friends after two years as co-mascots of NAS, Astoria, Ore., despite the fact that Jennie is given liberty while Elmer is kept chained; Nanny (you guessed it—she's a goat), the gift of a friend, became mascot of firemen in D Regiment at Camp Peary, NTADC, Williamsburg, Va.; Mopsy, canine mascot of cooks and bakers of the 559th CB maintenance unit, gave birth to nine pups.

• The flag of the Lone Star State whips the breeze along with Old Glory and the 99th CB pennant deep in the heart of the Pacific. Reason: The 99th was "adopted" by Texas. Men of the 99th are the ones Admiral Nimitz referred to when he said: "It is rumored that they contemplate building a tunnel under the Pacific to Tokyo in order to be even closer to the shooting."



• *Terminal Topics*, weekly publication of NAS, Terminal Island, Calif., used a photograph of movie star James Craig, autographed "Best wishes to the girls at NAS," as the front cover. Under the photograph was the caption: Pin-Up Boy No. 1. To the men on the station, the Topics editor explained in the same issue: "The women ganged up on me and demanded it in a recent survey . . . Confidentially, men, it won't happen again."

The Home Front

Republicans and Democrats have chosen their standard bearers for the 1944 general election on 7 November. Meeting in Chicago during the last week in June, the Republicans nominated Gov. Thomas E. Dewey of New York for President and Gov. John W. Bricker of Ohio for Vice President. The Democrats met in Chicago three weeks later and nominated Franklin D. Roosevelt for reelection, with Senator Harry S. Truman of Missouri as their candidate for Vice President.

• Distilleries will have a "holiday" from war production during August in order to turn out beverage alcohol. It is estimated that they will add about 60,000,000 gallons of alcohol to the nation's dwindling liquor supply. The War Production Board granted permission for the resumption of liquor manufacture after a survey disclosed that ample stock of industrial alcohol was available for war purposes.

• Under a decree of the War Manpower Commission, effective 1 July, all male labor must now be hired through the U. S. Employment Service or such channels as it may designate. Women also were brought under this prority referral system in many communities.

• A poll taken in Iowa by a newspaper indicates that 51% of the persons interviewed believe that married men with children should be mustered out of the armed forces first; 41% thought men in service longest should be released first, while 5% were in favor of releasing older men first, regardless of their marital status.

• The Department of Commerce is preparing a series of booklets on how to operate 20 kinds of small enterprises. These will be distributed to servicemen several months before they are discharged. It is estimated that 3,000,000 veterans will go into business for themselves after the war.

• The first batch of surplus Government-owned planes was sold last month to civilians by the Defense Plant Corp. Most of the 2,376 planes sold were basic, primary or advance trainers, with some gliders and combat types. The OPA has put a ceiling price on them of list price, less 8% a year for deterioration.

• Because of a surplus of aluminum, the WPB will now permit production of a wide variety of aluminum items for civilian use for the first time since early in 1942. Aluminum may be used in the manufacture of pots and pans, collapsible tubes, for the packaging of toothpaste, shaving creams and other products, providing the manufacturing does not involve the use of manpower, materials or facilities needed in the war production program.

• About six million automobiles will be sold annually for several years after the war, predicts Alfred P. Sloan, Jr., chairman of the board of General Motors Corp. About three million new cars were sold annually in normal prewar times. He estimates the post-war national income will be around 100 billion dollars a year, compared with the pre-war level of 65 to 70 billion dollars annually.

Quotes of the Month

• *Etsuzo Kurihara*, chief of Japanese naval press section: "The enemy's plan of advance is the greatest since the beginning of the war in the strength of the main force and in the furiousness of the enemy's fighting morale."

• *German radio broadcast:* "The Allies have superiority in manpower, in the air, on the sea and in material, as against which we are pitting only our fanatic ardor in an effort to compensate our present status."

• *Marshal Stalin:* "American machines of war and American food have contributed to the success of the Red Army in its victories."

• *Undersecretary of the Navy Bard:* "By invading the Marianas, we have demonstrated that our triphibious naval forces—the forces of land, sea and air combined—can operate with success in the very moat that surrounds the citadel of enemy Japan."

• *Adolf Hitler:* "We shall endure this period of trial and in the end will win this war."

• *General Montgomery:* "If we do our stuff properly this year in this business, we shall have Germany out of the war this year. I still hold to that."

THE WAR AT SEA

U. S. Navy Communiques In Full And Pertinent Excerpts From Others

OFFICIAL REPORTS: 21 JUNE THROUGH 20 JULY

All Dates Local Time Unless Otherwise Indicated.

21 JUNE

U. S. Pacific Fleet Communique

In the afternoon of 19 June (West Longitude date) carrier-based reconnaissance planes of the 5th Fleet sighted a Japanese fleet, which included carriers and battleships, approximately midway between the Marianas Islands and Luzon.

Aircraft of our fast carrier task force were immediately ordered to attack and made contact with the enemy fleet before dusk. Enemy losses and our own losses have not yet been assessed. Additional details will be made known as they become available.

In the ground fighting on Saipan Island our assault troops made advances in a northerly direction along the western shore of Magicienne Bay and made progress against an enemy strongpoint at Nafutan Point. Severe fighting continues.

ADVANCED ALLIED HEADQUARTERS ON NEW GUINEA—*Manokwari:* Our attack planes raided the harbor area, sinking a 1,000-ton freighter, a coastal vessel and four barges. We lost one plane to antiaircraft fire . . . *Aitape-Wewak coast:* Our naval units at night carried out an extensive bombardment of gun positions in the Wewak area . . . *Bougainville:* Our naval units at night bombarded enemy positions on the southwest coast.

BERLIN, *German communique*—"Since 6 June the Luftwaffe and Army and naval coastal batteries sank the following off the coast and in the Channel (not including enemy losses through mine hits):

"Two cruisers, 14 destroyers, four motor torpedo boats, 27 freighters and transport ships totaling 167,400 tons, and 12 tank landing craft totaling 18,300 tons. Through bomb, torpedo and artillery hits three heavy cruisers also were damaged as well as three more cruisers, 21 destroyers, nine motor torpedo boats, 68 merchantmen and transport ships, totaling 287,000 tons, two landing vessels totaling 4,000 tons, and one medium-sized steamer."

22 JUNE

U. S. Pacific Fleet Communique

1. During the attack by enemy carrier-type aircraft on our ships on 18 June (West Longitude date), 353 enemy aircraft were shot down, of which 335 were destroyed by our carrier aircraft and 18 by our own antiaircraft fire. (This is a revision of the estimate contained in a previous communique.)

Two of our carriers and one battleship received superficial damage. We lost 21 aircraft in combat.

2. The following information is now available concerning the attack of our carrier aircraft upon units of the Japanese Fleet in the late afternoon of 19 June.

The enemy forces attacked consisted of four or more battleships, five or six carriers, five fleet tankers and attached cruisers and destroyers.

On the basis of information presently available our planes inflicted the following damage:

One carrier, believed to be of the *Zuikaku* class, received three 1,000-pound bomb hits.

One *Hayataka*-class carrier was sunk.

One *Hayataka*-class carrier was severely damaged and left burning furiously.

One light carrier of the *Zuiho* or *Taiho* class received at least one bomb hit.

One *Kongo*-class battleship was damaged.

One cruiser was damaged.

Three destroyers were damaged, one of which is believed to have sunk.

Three tankers were sunk.

Two tankers were severely damaged and left burning.

U. S. Pacific Fleet Communique

Our troops on Saipan Island have made further advances of more than a mile along the shore line of Magicienne Bay to the town of Laulau, and have advanced about a mile up Mt. Tapotchau.

The pocket of enemy resistance at Nafutan Point has been reduced by one-half, and our forces have gained the heights of Mt. Nafutan on the east coast.

Heavy pressure is being maintained night and day against enemy troop concentrations and defense works by our aircraft, Army and Marine artillery, and naval gunfire.

At night on 20 June (West Longitude date) several enemy aircraft dropped bombs near our transports and along shore but did no damage. Sporadic fire has been directed against our ships by shore batteries. But the enemy emplacements have been quickly knocked out.

PEARL HARBOR, *Pacific Fleet announcement*—Ventura search planes of Fleet Air Wing 4 bombed Shimushu, in the Kuril Islands, before dawn on 17 June (West Longitude date). Fires were started near the airfield. No opposition was encountered.

Paramushiru Island was bombed by Ventura search planes of Fleet Air Wing 4 and Liberators of the 11th AAF before dawn on 19 June. Antiaircraft fire was meager and no attempt was made to intercept our force.

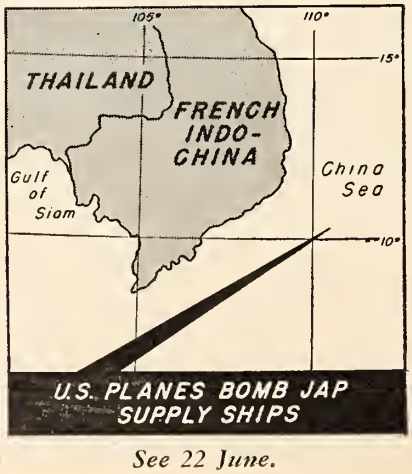
Truk Atoll was attacked by 7th AAF Liberators during daylight on 19 June. Intense antiaircraft fire was encountered, but there was no fighter opposition.

Ponape Island was bombed by 7th AAF Liberators and Mitchells on 19 June.

Mille, Maloelap and Wotje Atolls were bombed on 19 June by Corsair fighters and Dauntless divebombers of the 4th Marine Aircraft Wing, Ventura and Catalina search planes of Fleet Air Wing 2, Group 1, and Navy Hellcat fighters.

ADVANCED ALLIED HEADQUARTERS ON NEW GUINEA—*Manokwari:* Our attack planes destroyed two coastal vessels and eight barges. . . . *Noemfoor:* Attack planes sank two barges off the north coast of Japen Island . . . *Biak:* Night naval patrols sank a fuel-laden barge off the northeast coast . . . *Bougainville:* Night patrols shelled Teopasino.

CHUNGKING, *14th AAF communique*—On 19 June a flight of P-40s and P-51s swept from Siangtan to Changsha hitting one hundred and fifty 30-foot supply boats and damaging at least 40 more . . . P-51s escorting B-25s on a river sweep north of Changsha sank a 125-foot boat. A flight of P-40s and P-51s sweeping the Siang River sank a 120-foot supply craft and damaged a 150-foot steamer. B-25s with P-38 escort on a shipping sweep north of Changsha left one 100-foot and one 75-foot boat sinking, and another 100-foot boat in flames. A large oil boat was set afire . . . In the South China Sea B-24 Liberators on 20 June sank a 5,000-ton supply vessel. A 2,700-ton vessel was probably sunk and another of about 5,600 tons was damaged.



See 22 June.

23 JUNE

Navy Department Communique No. 527

PACIFIC AND FAR EAST

1. U. S. submarines have reported the sinking of 16 vessels, including one naval auxiliary, as a result of operations in these waters, as follows:

Eleven medium cargo vessels.
Four small cargo vessels.
One medium naval auxiliary.

2. These actions have not been announced in any previous Navy Department communique.

U. S. Pacific Fleet Communique

A Pacific Fleet submarine torpedoed a *Shokaku*-class carrier on 18 June (West Longitude date). Three torpedo hits were obtained and the Japanese carrier is regarded as probably sunk.

Supplementing Communique No. 59 [of 22 June], the following more detailed information is now available concerning the strike by carriers of the 5th Fleet against units of the Japanese Fleet on 19 June.

One small carrier of unidentified class previously reported damaged received two aerial torpedo hits.

One destroyer, previously reported damaged, sank.

Two additional Japanese Navy twin-engined bombers were shot down by carrier aircraft returning to our carriers after attacking the Japanese force.

Ponape Island was bombed on 20 June by 7th AAF Mitchell bombers, and on 21 June by 7th AAF Liberators. Gun positions were principal targets.

Seventy tons of bombs were dropped on Truk Atoll by Liberators of the 7th AAF on 20 and 21 June. On 20 June five enemy aircraft attempted to intercept our force. One Liberator was damaged, and one enemy fighter. All of our planes returned.

Corsair fighters and Dauntless divebombers of the 4th Marine Aircraft Wing, Catalina search planes of Fleet Air Wing 2 and Navy Hellcat fighters carried out attacks in the Marshalls on 20 and 21 June, bombing and strafing gun positions and targets of opportunity.

SUPREME HEADQUARTERS, ALLIED EXPEDITIONARY FORCE—Early this morning an escorted convoy was intercepted south of Jersey by light coastal forces. One enemy armed trawler was sunk. One of the convoy was left ablaze and damage was inflicted on the remainder by gunfire . . .

Coastal aircraft attacked E-boats in the eastern Channel, sinking two, probably sinking three more, and damaging several others. A minesweeper also was damaged.

ADVANCED ALLIED HEADQUARTERS ON NEW GUINEA—*Timor:* Our medium units destroyed a small coastal vessel . . . *Geelvink Bay:* Light naval units at night sank three heavily-laden enemy barges off the west coast of Biak . . . *Palau:* Our night air patrols attacked an enemy convoy, sinking one medium-sized cargo vessel.

KANDY, CEYLON, *Special communique*—Allied naval units of the Eastern Fleet under the command of Vice Admiral Sir Arthur Power, RN, carried out an air strike against Port Blair on 21 June. Considerable damage was done to military installations, workshops, a motor transport yard and a seaplane base, where an oil fire was started. The enemy did not attempt to attack our warships and no enemy fighters were encountered. Two enemy aircraft were set afire on Port Blair airfield. One radar station was destroyed and a second heavily damaged.

24 JUNE

U. S. Pacific Fleet Communique

Carrier aircraft of the fast carrier task force swept Iwo, in the Bonin Islands, on 23 June (West Longitude date). Sixty or more enemy aircraft of a force which attempted to intercept our fighters were shot down.

Twelve of the enemy planes found our carriers and all of these were shot down by our combat air patrols. We lost four

fighters. There was no damage to our surface ships.

Pagan Island, in the northern Marianas, was attacked by carrier aircraft on 22 June. The following damage was inflicted on the enemy:

Four small cargo ships and one sampan sunk.

Two small cargo ships and 12 sampans damaged.

Four enemy aircraft destroyed and two probably destroyed on the ground.

A flight consisting of one twin-engine bomber and five Zero fighters intercepted some distance from our carrier force was shot down.

Wharf and fuel dumps at Pagan were destroyed and buildings and runways were damaged.

We lost one Hellcat fighter and one pilot.

U. S. marines and Army troops are pushing ahead on Saipan Island and have made new gains along the northern shore of Magicienne Bay. Booby traps and land mines are being extensively employed by the enemy. Two enemy aircraft detected in the Saipan area were shot down by carrier aircraft of the fighter screen on 21 June. Coastal guns on Tinian Island have intermittently shelled our ships at anchor off Saipan, but have done little damage.

On 23 June the airfields on Tinian Island were heavily bombed and shelled.

The airstrip and buildings at Rota Island were attacked by carrier aircraft on 22 June. A medium cargo ship at Rota was sunk by an aerial torpedo. Our planes received no damage.

Shimushu Island in the Kurils was attacked by Ventura search planes of Fleet Air Wing 4 before dawn on 23 June. In the Central Pacific, Army, Navy and Marine aircraft continued neutralization raids on 23 June against enemy positions in the Marshall and Caroline Islands.

SUPREME HEADQUARTERS, ALLIED EXPEDITIONARY FORCE—To the east of the River Orne warships have bombarded enemy troops and armor . . . A convoy of seven small ships attempting to escape from Cherbourg to the west under escort was intercepted early this morning by light coastal forces. Two enemy vessels were destroyed and three more believed sunk. Rocket-firing aircraft and fighter-bombers damaged three 1,000-ton motor vessels near St. Malo and left one of them afire.

ADVANCED ALLIED HEADQUARTERS ON NEW GUINEA—*Sorong:* Our escorted medium units attacking enemy shipping in the area sank or damaged a 3,000-ton freighter-transport, five coastal vessels and three barges . . . *Aitape-Wewak:* Our light naval units harassed coastal traffic on successive nights, destroying a barge . . . *New Ireland:* Our night naval patrols shelled coastal targets southeast of Kavieng.

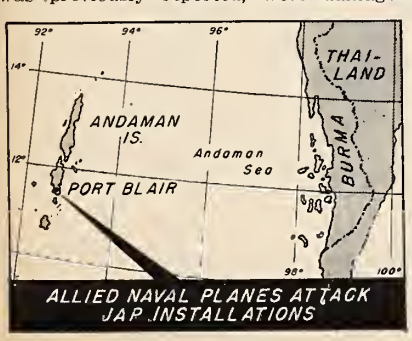
25 JUNE

U. S. Pacific Fleet Communique

On the basis of latest reports received tabulating damage inflicted upon the enemy during operations in the Marianas Islands the following revisions are necessary:

During the attack by enemy aircraft on our ships on 18 June (West Longitude date) 402 enemy aircraft were destroyed of which 369 were shot down by our carrier-based fighters, 18 by antiaircraft fire and 15 were destroyed on the ground. We lost 18 pilots and six crewmen from 27 aircraft shot down by the enemy.

In the attack by carrier aircraft upon units of the Japanese fleet in the late afternoon of 19 June one heavy cruiser and one light cruiser, neither of which was previously reported, were damaged.



See 23 June.

One light carrier, not previously reported, received seven 500-pound bomb hits. One of the three tankers previously reported sunk has been transferred to the severely damaged category. Twenty-six enemy aircraft were shot down instead of the previously reported 17 to 22. We lost 22 pilots and 27 air crewmen from 95 aircraft either shot down by the enemy or forced to land in the water.

In the fighter sweep over Iwo, in the Bonin Islands on 23 June, 116 enemy aircraft were shot down, and 11 probably were shot down. We lost five fighters instead of four.

On 24 June U. S. marines and Army troops on Saipan launched an attack, preceded by intense artillery and naval gunfire preparation, which resulted in advances on our western flank around Mt. Tapotchau ranging from 500 to 800 yards. Strong enemy opposition continues.

Enemy aircraft dropped bombs among our transports off Saipan on 23 June doing minor damage to several landing craft. During the evening of 23 June a small flight of enemy planes dropped several bombs in the area occupied by our forces on Saipan. Casualties were very light.

On 23 June 7th AAF Liberators bombed Truk Atoll, and Army, Navy and Marine aircraft continued their reduction of enemy defense in the Marshall and Caroline Islands.

SUPREME HEADQUARTERS, ALLIED EXPEDITIONARY FORCE—Targets in the Cherbourg area were subjected to a bombardment from seaward this afternoon by a force of Allied warships. Coastal aircraft attacked E-boats in the eastern Channel early this morning.

ADVANCED ALLIED HEADQUARTERS ON NEW GUINEA—*Banda Sea:* Our medium units strafed and set fire to one 1,500-ton and two coastal freighters in the Watu Bala Islands. . . . *Noemfoor:* Light naval units at night destroyed a supply-laden barge off the west coast . . . *Aitape-Wewak coast:* Our medium units and fighters harassed installations at Wewak and on offshore islands, destroying or damaging seven barges.

LONDON, *Admiralty*—Three of a strong force of U-boats which atempted to attack a valuable convoy proceeding to north Russia were sunk by the combined action of His Majesty's ships and naval aircraft. In addition, six enemy aircraft which attempted to shadow the convoy and direct the U-boats to the attack were shot down by naval fighter aircraft. These engagements took place within the Arctic Circle during April and in weather conditions of extreme severity.

Operations of His Majesty's escort ships and naval aircraft prevented the U-boats from making any attack on the convoy, which proceeded to its destination without sustaining either loss or damage.

26 JUNE

Navy Department Communique No. 528

MEDITERRANEAN AREA

1. The U. S. destroyer escort *Fechteler* was sunk in the Mediterranean during the month of May as the result of enemy action.

2. The next of kin of the casualties have been notified.

U. S. Pacific Fleet Communique

U. S. marines scaled Mt. Tapotchau (Saipan) on 24 June (West Longitude date) and have established positions near its summit. Further ground was gained along the western shore, and more of the southern portion of Garapan fell to our forces. Simultaneously, substantial gains were made along the eastern shore, and the Kagman Peninsula is now entirely in our hands.

In the center of our lines progress was slowed by enemy troops occupying caves in cliffs overlooking our positions. Our troops have advanced beyond and surrounded this pocket of resistance, and it is being subjected to artillery fire at close range. In the south, small gains were made against enemy troops cornered on Nafutan Peninsula.

In these operations three coastal defense guns were captured on Kagman Peninsula. To date our forces have destroyed 36 enemy tanks and captured 40 more.

Guam and Rota Islands in the Marianas were attacked by aircraft of our fast carrier task force on 24 June. At Guam, six enemy aircraft were destroyed on Orote



See 24 and 26 June.

Peninsula airfield, and two were probably destroyed. Runway revetments were bombed. A large cargo vessel in Apra harbor, damaged in a previous strike, was attacked again. Several tons of bombs were dropped on the airstrip near Agana town and one enemy plane was destroyed on the ground and 8 to 10 were damaged.

At Rota Island revetments and buildings were bombed and fires started. Two enemy aircraft were destroyed on the ground.

Paramushiru and Shimushu in the Kuril Islands were bombed by Liberators of the 11th AAF and Ventura search planes of Fleet Air Wing 4 before dawn on 24 June, starting large fires. Intense antiaircraft fire was encountered. All of our planes returned.

Dauntless divebombers and Corsair fighters of the 4th Marine Aircraft Wing and Navy Hellcat fighters continued neutralization raids in the Marshalls on 24 June.

SUPREME HEADQUARTERS, ALLIED EXPEDITIONARY FORCE—During a day of fierce fighting, with the support of naval bombardment, enemy strong points at Cherbourg were reduced one by one, and the town was entered at many points simultaneously.

ADVANCED ALLIED HEADQUARTERS ON NEW GUINEA—*Banda Sea:* Our medium units bombed and strafed shipping and shore installations in the Watu Bala Island, damaging a 1,500-ton freighter . . . *MacCluer Gulf:* Our attack planes damaged a 1,000-ton freighter and a coastal vessel at Kokas and harassed enemy-occupied villages . . . *Bougainville:* Naval units shelled shore defenses near Gazelle harbor.

27 JUNE

SUPREME HEADQUARTERS, ALLIED EXPEDITIONARY FORCE—Early this morning light coastal forces intercepted and engaged a force of enemy trawlers and minesweepers off Jersey. Considerable damage was inflicted on the enemy in a gun action in which coastal batteries from the island joined, and one minesweeper was hit by a torpedo. It is considered that this enemy ship may have sunk.

ADVANCED ALLIED HEADQUARTERS ON NEW GUINEA—*Noemfoor:* Light naval units at night destroyed two barges off the northeast coast and another off Manokwari . . . *Aitape-Wewak coast:* Our light naval units on coastal patrol silenced enemy fire from shore positions . . . *New Ireland:* Our naval units at night sank an armed barge near Cape Roloss on the southwest coast. Our air patrols destroyed or damaged six barges in the same area.

28 JUNE

U. S. Pacific Fleet Communique

1. U. S. Marine and Army troops have made further gains on Saipan Island, pushing north nearly two miles along the east coast, passing the villages of Donnay and Hashigoru. On the west coast, further penetrations have been made into Garapan town.

Enemy troops broke through our lines

containing them on Nafutan Point on the night of 26 June (West Longitude date), and attempted to drive northward. Two hundred enemy troops were killed in this counterattack. The next day further attacks were launched by our forces against Nafutan Point and the enemy now holds only the extreme tip of the point.

Close support is now being given our troops by shore-based aircraft operating from Aslito airdrome. Tinian Island has been subjected to protracted daily bombardment to neutralize enemy positions there.

On the night of 25 June several enemy torpedo planes attacked a carrier group screening our transports. Several torpedoes were launched, but no hits were obtained. One enemy plane was shot down, and another probably shot down. During the night of 26-27 June enemy aircraft again attacked our transports, but all bombs landed in the water. One near-miss on a transport injured a member of the crew.

2. Surface units of the Pacific Fleet bombarded Kurabu Saki at the southern tip of Paramushiru in the Kurils on the night of 25-26 June.

Paramushiru and Shimushu Islands were bombed by Liberators of the 11th AAF and Ventura search planes of Fleet Air Wing 4 before dawn on 25-26 June. Several fires were started. Antiaircraft fire was intense. Eleven enemy fighters attacked a single Ventura of Fleet Air Wing 4 near the airfield at Paramushiru before dawn on 26 June. Two of the attacking planes were damaged, and one disappeared into a fog bank trailing smoke. The Ventura returned with superficial damage.

3. Carrier aircraft swept Guam and Rota Islands in the Marianas on 26 June. Fuel reservoirs and coastal defense gun positions were bombed. Three small craft in Apra harbor at Guam were destroyed. The cargo vessel damaged in previous strikes was observed to have sunk. At Rota the airstrip was strafed and buildings were set afire. There was no enemy air opposition during these attacks.

4. Truk Atoll was bombed by 7th AAF Liberators on 25 June. One of five enemy fighters which intercepted our force was shot down. We suffered no damage. Army and Marine aircraft attacked enemy objectives in the Marshalls on 26 June.

5. An enemy twin-engine bomber was shot down south of the Hall Islands by a search plane of Fleet Air Wing 2, group 1, on 26 June. The same day an enemy torpedo plane was damaged by another search plane northwest of Truk.

SUPREME HEADQUARTERS, ALLIED EXPEDITIONARY FORCE—Early this morning two destroyers, HMCS *Huron* and HMS *Eskimo*, encountered three armed enemy trawlers near the Channel Islands. Action was joined and two of the enemy ships were destroyed by gunfire. The third, which made off during the action, was believed to be damaged.

ADVANCED ALLIED HEADQUARTERS ON NEW GUINEA—*Sumbawa Island:* Our medium units at night attacked enemy shipping and waterfront installations at Bima, damaging a 4,000-ton cargo ship . . . *Burue Island:* Our air patrols destroyed a 3,500-ton enemy freighter off Namlea with two direct hits and a number of near misses . . . *Halmahera:* One of our air patrols damaged an enemy freighter off the east coast . . . *Sorong:* Our air patrols damaged a 3,000-ton enemy cargo ship . . . *Wewak:* Fighters and light naval units strafed coastal targets, damaging four barges.

ROME, *Allied communique*—On the night of 16-17 June French naval units operating in the Adriatic made a spirited attack upon an escorted enemy convoy. At least one enemy vessel was seen to blow up.

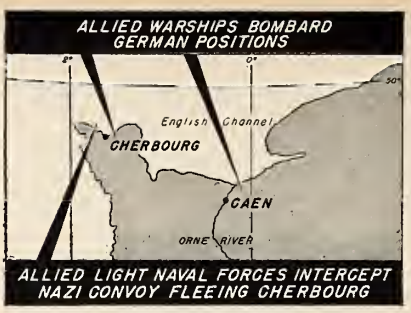
29 JUNE

U. S. Pacific Fleet Communique

Organized resistance at Nafutan Point on Saipan Island ceased on 27 June (West Longitude date). The entire point has been occupied by our forces. Small gains were made along the western shore into Garapan town, and in the center of the island. Our advance northward is being made against severe resistance.

On the night of 27 June enemy aircraft dropped bombs in the area occupied by our forces. Two of the attacking planes were shot down by antiaircraft batteries.

Carrier aircraft attacked Pagan Island on 27 June. Barracks and a water reservoir were hit. Only one small plane was seen on the ground and it appeared unservicable. Several small craft badly damaged in previous strikes were hit by rocket fire.



See 24 and 25 June.

Truk Atoll was bombed by 7th AAF Liberators on 27 June, and neutralization raids were made against objectives in the Marshall and Caroline Islands on 26-27 June.

SUPREME HEADQUARTERS, ALLIED EXPEDITIONARY FORCE—Our hold on the crossings of the River Odon has been strengthened after further heavy fighting in the Tilly-Caen sector . . . Attacks were made on enemy R-boats and minesweepers off Le Treport and on self-propelled barges at Caudebec.

ADVANCED ALLIED HEADQUARTERS ON NEW GUINEA—*Babo:* Our heavy units strafed and destroyed an enemy coastal freighter in the Kai Islands. . . . *Wewak:* Light naval patrols sank two enemy barges near But and air patrols destroyed or damaged eight others . . . *New Britain:* Seven barges were destroyed in the Wide Bay area by our fighters and divebombers.

30 JUNE

U. S. Pacific Fleet Communique

Our troops on Saipan Island have made new gains both in the center and on the right flank of our lines, pushing ahead through difficult terrain and intensified enemy resistance. High ground occupied near the town of Charan-Danshii places our forces in a commanding position over the area held by the enemy. Strong points in the Tanapag area are being subjected to aircraft bombing and shelling by naval surface vessels. Air attacks and naval gunfire continue against enemy defenses on Tinian Island.

Our casualties in the ground fighting on Saipan Island through 28 June (West Longitude date) are as follows:

Killed in action: Marines, 1,289; Army, 185. Total, 1,474. Wounded in action: Marines, 6,377; Army, 1,023. Total, 7,400. Missing in action: Marines, 827; Army, 51. Total, 878.

No accurate estimate of enemy casualties is possible. A great many Japanese dead and wounded have been carried back by the retreating enemy troops. However, our troops have buried 4,951 enemy dead.

Rota Island was attacked by carrier aircraft on 28 June. Fires were started and revetments and runways were bombed and strafed. No enemy aircraft attempted to intercept our forces.

Army, Navy and Marine aircraft continued neutralization raids against enemy objectives in the Marshall and Caroline Islands on 28 June.

ADVANCED ALLIED HEADQUARTERS ON NEW GUINEA—*Manokwari:* Our light naval units off Cape Mupi destroyed two enemy barges laden with ammunition and personnel . . . *Aitape-Wewek coast:* Air patrols and light naval units destroyed 16 barges at Mushu Island and destroyed or damaged four at Kairiru Island . . . *New Ireland:* Our light naval units shelled enemy-occupied areas near Borpop.

CHUNGKING, *14th AAF communique*—On a river sweep north of Hengyang B-25s and P-40s sank two 100-foot boats and left one 65-foot boat sinking. P-40s bombed and strafed the Liling area, destroying a 50-foot launch and damaging a 200-foot boat. B-25s and P-40s swept over Hengmain and damaged an 80-foot troop ship, causing casualties.

On 29 June B-24s on a sea sweep sank a 1,100-ton steamer in Tonkin Gulf, west of Hainan Island.

1 JULY

U. S. Pacific Fleet Communique

Our troops are consolidating their positions on Saipan Island and have wiped out several pockets of resistance by-passed in previous advances. Small gains were made during 29 June (West Longitude date) in the central sector of our lines. During the night of 29-30 June several enemy planes dropped bombs in the area occupied by our forces. One enemy plane was shot down. Aircraft bombing and naval shelling intended to neutralize enemy gun positions on Tinian Island continue.

Buildings and runways on Rota Island were bombed by carrier aircraft on 29 June. No enemy aircraft attempted to intercept our force.

Paramushiru and Shimushu, in the Kuril Islands, were bombed before dawn on 29 June by Ventura search planes of Fleet Air Wing 4. No attempt was made to intercept our force and antiaircraft fire was meager. All of our aircraft returned.

ADVANCED ALLIED HEADQUARTERS ON NEW GUINEA—*Ceram:* One of our patrols damaged a small enemy freighter off the north coast . . . *Aitape-Wewak:* Air patrols sank a barge . . . *Palau:* A reconnaissance plane to the southwest bombed a 2,500-ton cargo vessel, leaving it afire and barely able to move . . . *New Ireland:* Light naval patrols shelled enemy shore positions at Selapiu, Baudissin Island and Kaut Bay.

2 JULY

U. S. Pacific Fleet Communique

Marine and Army troops on Saipan Island have made small gains in the central sector, and on the right side of our lines advanced patrols have forged ahead distances up to a mile.

To 30 June (West Longitude date) 80 enemy tanks have been destroyed or captured. Our troops have buried 6,015 enemy dead and have taken more than 200 prisoners of war.

Seventy tons of bombs were dropped on Truk Atoll by Liberators of the 7th AAF on 29 June. Several airborne enemy fighters made ineffective attempts to intercept our force. Meager antiaircraft fire was encountered.

On the same day Army, Navy and Marine aircraft bombed Ponape and Nauru Islands and remaining enemy objectives in the Marshall Islands.

U. S. Pacific Fleet Communique

The 2nd and 4th Marine Divisions and the 27th Infantry Division have made gains ranging from 500 yards to a mile along their entire front on Saipan Island. The advance was made during 1 July (West Longitude date) with the close support of aircraft, artillery and naval gunfire.

On the right flank our troops are within 5½ miles of the northern tip of the island. On the left flank our forces have penetrated Garapan, and have seized the heights overlooking the town and Tanapag harbor. In the center we have occupied the mountain village of Charan-Tabute. Large quantities of enemy equipment, including food and munitions, have fallen into our hands.

Before dawn on 1 July several enemy aircraft attempted to attack our transports and screening vessels. These attacks did no damage. Two enemy aircraft were shot down.

Liberators of the 7th AAF attacked Truk Atoll on the night of 30 June-1 July. Moderate antiaircraft fire was encountered. Several enemy fighters made an ineffective attempt to attack our force.

Army, Navy and Marine aircraft continued attacks against enemy positions in the Marshall Islands on 30 June. A Dauntless divebomber of the 4th Marine Aircraft Wing was forced to land in the water near Maleolap Atoll, and the pilot was rescued by a Catalina search plane of Group 1, Fleet Air Wing 2.

PEARL HARBOR, *Pacific Fleet announcement*—The principal components of the expeditionary troops now fighting on Saipan consist of the 2nd Marine Division, the 4th Marine Division and the 27th Infantry Division, U. S. Army.

ADVANCED ALLIED HEADQUARTERS ON NEW GUINEA—*Aitape-Wewak:* Our naval patrols destroyed or damaged six barges and shelled enemy positions along the coast . . . *Palau:* Our air patrols sank a small enemy cargo vessel and destroyed four barges at the Sonsoral Islands, 150 miles southwest of Palau.

ROME, *Allied communique*—On the night of 29-30 June, light naval forces operating in the Straits of Otranto bombarded an enemy lookout station south of Valona. A raiding party later demolished the station and took some prisoners.

The same night, light coastal forces operating north of Elba met and engaged two E-boats. One E-boat was left in a sinking condition and some prisoners were taken. The other E-boat escaped to the north in damaged condition. Our forces suffered neither damage nor casualties.

3 JULY

ADVANCED ALLIED HEADQUARTERS ON NEW GUINEA—*Timor:* Our medium units sank a small craft off Dili while long-range fighters destroyed two others in the Leti Islands . . . *Burue:* A reconnaissance unit sank a 1,000-ton cargo vessel off the west coast with a direct hit. . .*Halmahera:* Our air patrols damaged a small enemy cargo vessel off Cape Lelai . . . *Noemfoor:* At night our naval units shelled shore positions . . . *Aitape-Wewak:* Air patrols and light naval units attacked small shipping at Wewak and off-shore islands, destroying six barges.

4 JULY

U. S. Pacific Fleet Communique

Garapan and Tanapag, towns on Saipan Island, have been captured by our forces in a general advance along the entire front. Our line now extends inland from Tanapag on the west coast of the island, skirts the mountain village of Atchugau in the center, and is anchored on the east coast at a point within four miles of Inagsa Point at the northeast tip of Saipan.

During the night of 2-3 July (West Longitude date) a small force of Japanese attacked our lines from the rear. Twenty-five enemy troops were killed. We suffered no losses. Our troops have buried 7,312 enemy dead.

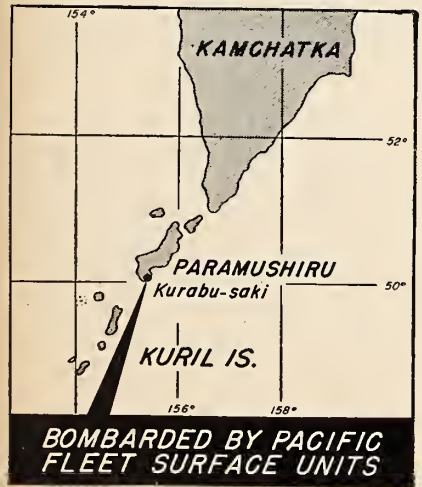
Carrier aircraft of a fast carrier task force attacked Iwo Island on 2 July. Thirty-nine enemy fighters which attempted to intercept our force were shot down, and 16 were probably shot down. Incomplete reports indicate 24 enemy aircraft were destroyed or damaged on the ground. Two small vessels were strafed and bomb hits were obtained on a fuel dump.

Rota Island was bombed by carrier aircraft and shelled by light naval surface units on 2 July. Runways and revetments were hit. A huge explosion was caused by a hit, apparently in an ammunition dump.

Liberators of the 7th AAF bombed Truk Atoll during daylight on 1 July, and at night on 2 July. In the attack on 1 July seven enemy fighters intercepted our force. Four enemy aircraft and two Liberators were damaged. All our planes returned. No effective opposition was encountered on 2 July.

Dauntless divebombers and Corsair fighters of the the Marine Aircraft Wing attacked enemy positions in the Marshall Islands on 1 and 2 July.

SUPREME HEADQUARTERS, ALLIED EXPEDITIONARY FORCE—Early this morning light coastal forces intercepted a small enemy convoy to the northeast of St. Malo. Two of the enemy were sunk, and damage inflicted on others.



See 28 June.

Unsuccessful attempts were made by a number of enemy E-boats to break into our lines of communication from the eastward during the night. The enemy was finally driven off by light coastal forces after a succession of engagements which lasted throughout the night.

ADVANCED ALLIED HEADQUARTERS ON NEW GUINEA—*Noemfoor Island:* Our ground forces have landed at Kamiri on Noemfoor Island, 100 statute miles west of our Biak Island airfields. The movement was an amphibious one, and the troops went ashore through the surf under cover of naval and air bombardment.

Landings were made through narrow and difficult coral reefs, generally regarded as impracticable for such a purpose. As a result the location of the attack was completely unexpected by the enemy and his defense preparations were outflanked.

Our forces consequently landed with practically no loss, either ground, naval or air units, and promptly secured the airfield, our main objective, without a struggle. Thirty partially damaged airplanes were captured by our ground troops on the field.

The seizure of this base will give added breadth and depth to our air deployment and will further dislocate the enemy's South Seas defenses, already seriously shaken by our previous advances.

Manokwari: Our medium units, harassing the enemy's coastal supply route to the west, sank or damaged four barges laden with troops and supplies. Light naval units on night patrol destroyed another off Cape Saweba. . . . *Wewak:* Air and naval patrols bombarded shore installations and scored hits on ammunition and supply dumps, with resulting large fires and explosions. . . . *New Ireland:* Light naval units at night attacked Baudissin Island and Katu Plantation.

5 JULY

Navy Department Communique No. 529

PACIFIC AND FAR EAST

1. U. S. submarines have reported the sinking of 17 vessels, including two combatant ships, as a result of operations against the enemy in these waters, as follows:

One light cruiser
One destroyer
Two medium tankers
Five medium cargo transports
Three small cargo vessels
One large cargo transport
Three medium cargo vessels
One small cargo transport

2. These actions have not been announced in any previous Navy Department communique.

U. S. Pacific Fleet Communique

Iwo in the Volcano Islands and Haha in the Bonin Islands were heavily attacked by carrier aircraft of a fast carrier task group on 3 July (West Longitude date). Iwo, in addition to being severely bombed and strafed, was shelled by cruisers and destroyers. Rocket fire from carrier aircraft was extensively employed at both objectives.

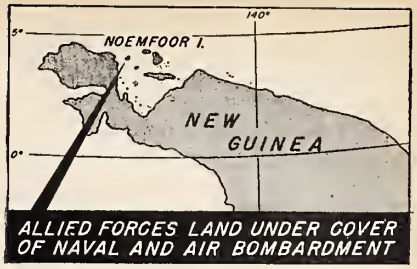
Preliminary reports indicate the following damage to the enemy: three destroyers sunk or beached, one large cargo ship sunk, one medium oiler sunk, one destroyer dead in the water and burning, several small cargo ships damaged.

Harbor installations and warehouses at Haha were set afire by bombs, rockets and machine-gun fire.

Twenty-five enemy planes were shot down by our aircraft and an undetermined number damaged on the ground. We lost six planes. There was no damage to our surface craft.

ADVANCED ALLIED HEADQUARTERS ON NEW GUINEA—*Aroya Islands:* Our medium units harassed Dobo and destroyed or damaged five enemy barges. . . . *Noemfoor:* Our ground forces, reinforced by paratroops, have established a strong perimeter around Kamiri airfield. Tanks, naval and air forces are aiding the troops. . . . *Aitape-Wewak:* Air and naval patrols harassed coastal targets, sinking five barges and damaging three. . . *New Britain:* Light naval units destroyed a barge.

LONDON, *Admiralty communique*—During recent patrols in Far Eastern waters His Majesty's submarines have sunk a



See 4 July.

total of nine supply ships, including one of large size and two of medium size. In addition a supply ship of medium size and one of smaller size have been damaged.

The large supply ship was proceeding under escort to the south of Port Blair, Andaman Islands, when first attacked. The enemy ship apparently was undamaged and made off at speed. She was pursued by His Majesty's submarine for more than 36 hours until a hit by a torpedo brought the enemy to a stop. Shortly afterward the ship was seen to sink.

Another of His Majesty's submarines pursued a medium-sized supply vessel more than 30 hours before finally sinking the enemy by torpedo in the entrance to Phuket harbor, Thailand.

The second ship of medium size was part of an unescorted convoy which was intercepted south of Penang. A salvo of torpedoes scored hits and destroyed the leading vessel.

His Majesty's submarines also successfully bombarded enemy shore installations at Lho'seumawe on the northern coast of Sumatra from a position within 25 yards of the main breakwater. During this action a goods train was almost completely destroyed. Considerable damage also was done to military objectives on Ross Island in the Andamans.

6 JULY

U. S. Pacific Fleet Communique

Reports from a fast carrier group which attacked Chichi in the Bonin Islands on 3 July (West Longitude date) and participated in the attack on Haha the same day indicate the following damage to the enemy:

A group of several enemy ships located 80 miles northwest of Chichi were attacked, resulting in the sinking of two destroyer-escort type vessels and damage to a medium cargo ship. At Chichi the following results were obtained:

One small oiler, one medium ammunition ship and one medium cargo ship sunk; one minelayer, one trawler and four luggers probably sunk; one large cargo ship, three medium cargo ships, one small cargo ship, two small oilers, one minelayer and one destroyer damaged. Several were beached.

At Haha two small cargo ships and nine luggers were damaged.

Buildings and defense installations were bombed at both objectives. Nine enemy aircraft were shot down, and three damaged on the ground.

In these strikes we lost five pilots and four air crewmen from seven of our aircraft which failed to return.

Pagan Island in the Marianas was attacked by carrier aircraft on 4 July. The runway at the airfield and adjacent buildings were bombed and strafed.

Barracks and supply facilities at Guam Island were bombed by carrier aircraft on 4 July, starting large fires. We lost one plane from intense antiaircraft fire.

Search planes of Fleet Air Wing 2, Group 1, bombed gun positions at Marpi Point on Saipan Island on 4 July, strafed the airfields at Tinian Island and bombed defense installations.

Forty tons of bombs were dropped on Truk Atoll by 7th AAF Liberators on 4 July, hitting antiaircraft positions and objectives near the airfield. Five enemy aircraft were in the air but did not attempt to intercept our force.

Corsair fighters and Dauntless divebombers of the 4th Marine Aircraft Wing continued to neutralize enemy positions in Marshalls on 4 July.

SUPREME HEADQUARTERS, ALLIED EXPEDITIONARY FORCE—During Tuesday night

a considerable force of enemy E-boats and R-boats attempted to enter the eastern anchorage. The enemy was intercepted, brought to action and finally driven off by light coastal forces. Two enemy R-boats were sunk and a third severely damaged.

ADVANCED ALLIED HEADQUARTERS ON NEW GUINEA—*Kai Islands:* Our medium units damaged a 600-ton cargo vessel north of Toeal. . .. *Manokwari:* Naval and air patrols destroyed eight barges. . . . *Aitape-Wewak:* Night air and naval patrols sank or damaged seven barges and started fires at Suain. . . . *Bougainville:* Air and naval patrols attacked Koromira Mission and damaged barges at Choiseul Bay.

BERLIN,, *German communique*—"In the sea area of the invasion front two full-laden transports totaling 15,000 tons, as well as one destroyer and one frigate were sunk by the German Navy. Another transport of 9,000 tons was heavily damaged. . . . In several engagements against the enemy, naval and air force escorting forces sank three British MTBs off the Netherland and French coasts. They also set on fire one destroyer and damaged three more MTBs by direct artillery hits."

7 JULY

U. S. Pacific Fleet Communique

Our ground forces on Saipan have continued advancing against strong opposition. On the eastern side of the island our line has reached a point less than two miles from Inagsa Point on the northeast tip of Saipan and extends laterally across the island to a western anchor slightly more than four miles from Marpi Point on the northwest tip. A force of approximately 200 of the enemy attempted to evacuate from the northwest coast of Saipan in barges on the night of 4-5 July (West Longitude date). The formation was broken up by artillery fire. Our troops have buried 8,914 enemy dead.

Aircraft of our fast carrier task force attacked Guam and Rota on 5-6 July. Airstrips and other ground installations were worked over with bombs, rockets and machine-gun fire. At Rota one enemy plane was destroyed on the ground and two were damaged. There was no enemy interception at either objective. We lost two fighters. The pilot of one was rescued.

During 5 July 7th AAF Liberators attacked Moen, in the Truk group, with 30 tons of bombs. On the same day Corsairs and Dauntless divebombers of Group 1, 4th Marine Aircraft Wing, attacked Wotje, Jaluit and Taroa in the Marshall Islands. We lost no planes.

WASHINGTON, *20th AAF communique*—B-29 Superfortresses of the 20th Bomber Command attacked naval installations at Sasebo, Japan, tonight. [*8 July, West Longitude date.*—ED] Bombs were dropped also on industrial objectives at Yawata, target of the Superfortresses' June 15 assault on Japan.

Both cities are on the island of Kyushu.

ADVANCED ALLIED HEADQUARTERS ON NEW GUINEA—Timor: Our long-range fighters destroyed two coastal vessels and strafed targets along the Koepang-Atambu road. . . . *Halmahera:* Our air patrols attacked a 2,000-ton vessel off the east coast, leaving it in flames and abandoned. . . . *Sorong:* Our medium units, attack planes and fighters destroyed or damaged 13 barges and sank a coastal vessel along the enemy's eastward coastal supply route. . . . *Aitape-Wewak:* Night air and naval patrols destroyed three enemy barges and damaged others.

8 JULY

U. S. Pacific Fleet Communique

It has been determined that 32 enemy aircraft were destroyed and 96 damaged on the ground by our carrier aircraft in attacks on Chichi Jima and Haha Jima on 3 July.

Nineteen of the aircraft destroyed and 34 of those damaged were two-engine bombers. Some of this total may have been damaged in previous strikes by our aircraft.

Liberators of the 7th AAF dropped 43 tons of bombs at Dublon Island naval base in Truk Atoll on 6 July. Five of approximately 12 enemy fighters which attempted to intercept our force were shot down. Three of our aircraft received minor damage.



See 5 July.

Nauru Island was bombed by Liberator and Mitchell bombers of the 7th AAF on 6 July. Incendiary bombs started fires visible for 30 miles.

Dauntless divebombers and Corsair fighters of the 4th Marine Airicraft Wing attacked Wotje and Maloelap Atolls on 6 July, bombing and strafing remaining enemy defense installations.

U. S. Pacific Fleet Communique

Before dawn on 6 July (West Longitude date) several thousand Japanese troops launched a desperate counterattack directed against the left flank of our line on Saipan Island. In this attack our lines along the western shore were penetrated up to 2,000 yards, and the enemy reached the outskirts of Tanapag town. The counterattack was halted before noon, and our troops began to push the enemy back. In this assault the fighting was very severe and numerous casualties were incurred. It is estimated 1,500 Japanese troops were killed. Meantime on the right flank our forces continued their advance and are now a little more than a mile from the airfield at Marpi Point.

Small groups of enemy planes raided our positions on Saipan before dawn on 6 July and on the night of 6-7 July. Bombs were also dropped near some of our ships but did no damage. One enemy plane was shot down. Isely (Aslito) field on Saipan was shelled by shore batteries on Tinian Island before dawn on 6 July but the enemy batteries were quickly silenced by destroyer and artillery fire.

WASHINGTON, *20th AAF communiques*—The 20th Bomber Command force of B-29s, which yesterday attacked naval and industrial targets in the Japanese homeland, have returned to their bases without the loss of a single plane. The targets hit were Japanese naval installations at Sasebo and vital war industries at . . . Yawata, on the Island of Kyushu. . . .

Damage to all targets was reported by the returned flyers. . . .

Naval installations at Sasebo received the heaviest bomb load. Also attacked were vital war industries at Yawata and Omura, both on Kyushu Island, and port facilities at Laoyao, a coal and supply shipping port on the North China coast, and Hankow, on the Yangtze River, a principal supply base for Japanese operations in eastern China. . . .

Very weak fighter opposition and meagre antiaircraft fire were encountered.

SUPREME HEADQUARTERS, ALLIED EXPEDITIONARY FORCE—Early Friday morning a force of enemy E-boats and R-boats, with two M-class minesweepers and one other unidentified vessel, was intercepted in an attempt to enter the eastern anchorage and was brought to action. One German vessel was seen to blow up, one E-boat was sunk and another set on fire.

ADVANCED ALLIED HEADQUARTERS ON NEW GUINEA—*Sorong:* Our medium units destroyed or seriously damaged 11 barges and attacked coastal villages at Waigeo Island. . . . *Aitape-Wewak:* Our medium units and fighters attacked barge bases, bivouacs and supply dumps in coastal sectors and on offshore islands, starting fires. Night air and naval patrols caused explosions west of But and destroyed or severely damaged three laden barges . . . *New Ireland:* Light naval units destroyed a barge south of Kavieng.

LONDON, *Admiralty communique*—During recent patrols in the Mediterranean and Aegean waters His Majesty's submarines have sunk two large transports, one large tanker, one medium-sized supply ship and seven smaller supply ships. In addition, two Sievel ferries, two submarine chasers and two small naval auxiliaries have been destroyed.

9 JULY

U. S. Pacific Fleet Communique

Our forces have completed the conquest of Saipan. Organized resistance ended on the afternoon of 8 July (West Longitude date) and the elimination of scattered, disorganized remnants of the enemy force is proceeding rapidly.

Aircraft of our fast carrier task force attacked Guam and Rota on 7 and 8 July. Runways, antiaircraft batteries, coastal defense guns and barracks were subjected to rocket fire and bombing.

On 7 July, nine enemy fighters apparently attempting to fly from Guam to Yap Island were shot down by our combat air patrol.

Six twin-engine enemy aircraft were destroyed on the ground and two were probably destroyed near Agana town at Guam. We lost one fighter and one torpedo-bomber in these raids.

Twenty-two tons of bombs were dropped on Truk Atoll on the night of 7-8 July by Liberators of the 7th AAF. There was no interception, and all of our planes returned safely.

During 7 July Mille, Jaluit, Taroa and Wotje were harassed by Dauntless divebombers and Corsair fighters of the 4th Marine Aircraft Wing, and a search Catalina of Group 1, Fleet Air Wing 2, attacked Taroa before dawn on 7 July. We lost no planes.

SUPREME HEADQUARTERS, ALLIED EXPEDITIONARY FORCE—Naval patrols made contact with groups of enemy E-boats off the mouth of the Seine early on Saturday morning. During the actions which followed two E-boats were severely damaged and one was set on fire before the enemy escaped into Le Havre.

Early this morning destroyers on patrol sighted and chased a force of five armed trawlers off Cape Frehel. The enemy force escaped inshore under shelter of shore batteries, but not before they had received serious punishment.

ADVANCED ALLIED HEADQUARTERS ON NEW GUINEA—*Bauda Sea:* Our reconnaissance units sank an enemy coastal vessel 70 miles southeast of Ceram. . . . *Halmahera:* Our night air patrols sank a 4,000-ton freighter-transport in Wasile Bay with three direct hits. . . . *Geelvink Bay:* Night air patrols sweeping westward toward Sorong bombed one enemy barge base at Middleburg Island. . . . *Aitape-Wewak:* Our air and naval patrols harassed enemy traffic along the coast, destroying five barges and destroying or damaging two others. . . . *Bougainville:* Air patrols destroyed three barges at Matchin Bay.

10 JULY

U. S. Pacific Fleet Communique

Guam Island was shelled by light surface units of the Pacific Fleet on 8 July (West Longitude date). Defense positions and buildings were damaged and several small craft along the beaches were hit.

Carrier aircraft of a fast carrier task group attacked Guam and Rota Island on 9 July. At Guam, military objectives at Piti town were hit, and antiaircraft batteries and coastal guns bombed. Antiaircraft fire ranged from moderate to intense. One of our aircraft made a water landing and a destroyer rescued the crew.

At Rota Island rockets and bombs were used against objectives in Rota town and the airstrip, and gun emplacements were strafed.

Liberators of the 7th AAF bombed Truk Atoll on 8 July. Several enemy aircraft were in the air but did not press home an attack. One Liberator received minor damage from moderate antiaircraft fire. Corsair fighters and Dauntless divebombers of the 4th Marine Aircraft Wing

attacked Jaluit, Maloelap and Wotje in the Marshalls on 8 July.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—*Kei Islands:* Our air patrols damaged a 1,000-ton enemy cargo vessel at Tuai. . . . *Sorong:* Our night air patrols damaged two barges along the mainland coast. . . . *Geelvink Bay:* Light naval units on night patrol destroyed three enemy barges. . . . *New Ireland:* Naval patrols along the coast harassed barge traffic. . . . *Bougainville:* Light naval units harassed shore positions near Koromira.

11 JULY

U. S. Pacific Fleet Communique

Mopping up operations continued on Saipan on 9 July (West Longitude date). Small segments of enemy troops continued to make futile attacks against our forces and were killed or driven into temporary refuge to be hunted down later.

Many of the enemy survivors who had been driven into the sea on the night of 8 July were found in the hulks of ships wrecked off shore and killed or captured. A number of the enemy found swimming in the sea were made prisoners.

Light surface units of the Pacific Fleet shelled Guam Island on 9 July.

Our shore-based fighters attacked Pagan Islands in the Marianas on 7 July. Antiaircraft fire was intense. The enemy made no attempt to intercept our force.

Paramushiru and Shimushu Islands in the Kurils were bombed by Ventura search planes of Fleet Air Wing 4 before dawn on 10 July. Several fires were started. Antiaircraft fire was light, and all of our planes returned without damage.

Truk Atoll was bombed by 7th AAF Liberators before dawn on 10 July. Antiaircraft positions on Moen Island were bombed. Antiaircraft fire was meager and no interception was attempted.

Mitchell bombers of the 7th AAF and Dauntless divebombers of the Marine Aircraft Wing conducted further neutralization against enemy positions in the Marshall Islands on 9 July.

Navy Department Announcement

The U. S. submarine S-28 recently was accidentally lost in the Pacific while engaged in training exercises.

The depth of water makes it impossible to salvage the submarine and hope has been abandoned for the recovery of the missing personnel. An investigation is now in progress to determine the available facts in the case.

There were no survivors. The next of kin of casualties have been notified.

ADVANCED ALLIED HEADQUARTERS ON NEW GUINEA—*Geelvink Bay:* Our air patrols sank a small craft offshore. . . . *Aitape-Wewak:* Air and naval patrols harassed coastal traffic, destroying three laden west-bound barges and destroying or damaging five others. . . . *Rabaul:* Planes raided shipping in Keravia Bay, capsizing a patrol boat and damaging another. . . . *Bougainville:* Light naval units attacked enemy establishments in the Buka Passage area.

12 JULY

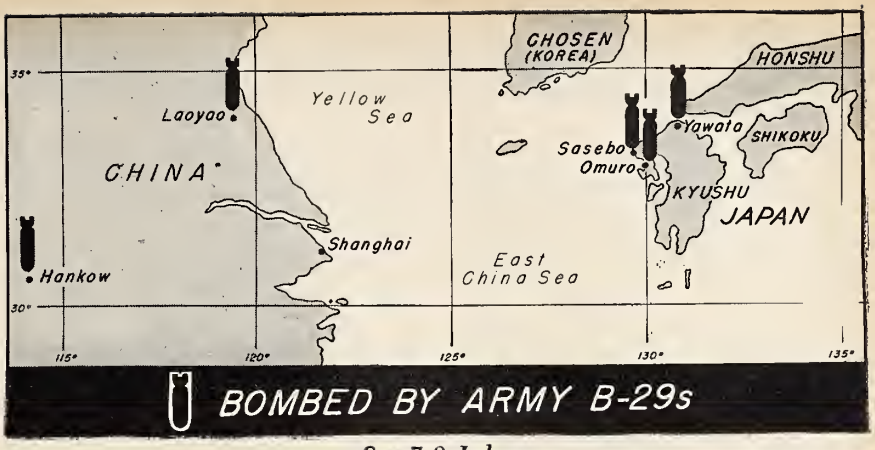
U. S. Pacific Fleet Communique

Mopping-up operations and elimination of snipers continued on Saipan Island during 10 and 11 July (West Longitude dates). One Marine regiment killed 71 enemy troops on 10 July. Our forces have now captured more than 1,000 enemy troops who have been made prisoners of war, and have interned more than 9,000 civilians.

Guam and Rota on 10 July, and military installations at Agana, Umatac and Agat towns on the western shore of Guam Island were bombed and subjected to rocket fire. Buildings near Orote Point were also hit. At Rota Island runways and defense installations were bombed. One twin-engine enemy bomber was shot down. There was no attempt at fighter interception. Antiaircraft fire was moderate.

Fifty tons of bombs were dropped by 7th AAF Liberators on 10 July at the Dublon Island naval base in Truk Atoll. No interception was attempted and the antiaircraft fire was meager.

Neutralization raids against enemy positions in the Marshalls were carried out by the 4th Marine Aircraft Wing and Fleet Air Wing 2 on 10 July.



See 7-8 July.

ADVANCED ALLIED HEADQUARTERS ON NEW GUINEA—*Ceram:* Our air patrols bombed two small merchant vessels northwest of Bula, forcing them to beach. . . . *Halmahera:* Our air patrols scored damaging near-misses on a 10,000-ton enemy tanker off Morotai Island, leaving it dead in the water. . . . *Aitape-Wewak:* Air and naval patrols attacked lines of communication, destroying or damaging six barges. . . . *New Ireland:* Our air and naval patrols swept the coast line, attacking shore targets and destroying or damaging four barges.

13 JULY

Navy Department Communique No. 530

EUROPEAN THEATER

1. In Allied operations for Europe's liberation the following U. S. naval ships were lost due to enemy action:

USS *Tide* (minesweeper), USS *Partridge* (fleet tug), USS *Susan B. Anthony* (transport), USS *Meredith* (destroyer), USS *Glennon* (destroyer), USS *Corry* (destroyer), USS *Rich* (destroyer escort).

2. Notification has been made to next of kin of all casualties.

U. S. Pacific Fleet Communique

Guam Island was shelled by cruisers and destroyers of the Pacific Fleet 10 and 11 July (West Longitude dates). Gun emplacements, blockhouses and warehouses were hit. Five barges were sunk. There was no damage to our surface ships.

Guam and Rota Islands were attacked by carrier aircraft of a fast carrier task group on 11 and 12 July. Rockets and bombs were employed against defense installations and runways on Rota Island on 11 July. Many fires were started. At Guam, military objectives near Piti were hit, and gun emplacements were strafed. Antiaircraft fire was moderate. We lost one plane.

Truk Atoll was bombed by 7th AAF Liberators at night on 11 July. Antiaircraft positions were principal targets. Several enemy planes were in the air but did not attempt to intercept our force.

U. S. Pacific Fleet Communique

Elements of the 2nd Marine Division landed on Maniagassa Island approximately two miles north of Mutualcho Point on Saipan Island on 12 July (West Longitude date). Light resistance encountered was quickly overcome. Elimination of the remnants of Japanese resistance continues on Saipan Island, and additional prisoners have been taken. Enemy dead which have been buried by our troops now number nearly 16,000 with a good many yet to be buried. Artillery bombardment and naval gunfire intended to neutralize enemy defenses is being directed against Tinian Island.

It was learned on Saipan that 7 July Vice Admiral Chuichi Nagumo, commander-in-chief for the Central Pacific Area for the Japanese Imperial Navy, was among those who met their deaths on Saipan Island. On the same day one Rear Admiral Yano lost his life. Vice Admiral Nagumo was in command of the Japanese forces which attacked Pearl Harbor on 7 Dec. 1941, and was in command of the Japanese carrier task force that was destroyed in the Battle of Midway. Prior to his present duty he was commandant of the Sasebo naval base.

It is now clear that Saipan Island was built up by the Japanese as the principal fortress guarding the southern approaches to Japan and as a major supply base for Japan's temporary holdings in the South Seas areas. Saipan was long the seat of the Japanese government for the mandated Marianas, and Garapan town was the headquarters of the Commander-in-Chief, Central Pacific Area. The topography of the island lent itself well to defense, and elaborate fortifications manned by picked Japanese troops testified to the importance which the enemy attached to the island. The seizure of Saipan constitutes a major breach in the Japanese line of inner defenses, and it is our intention to capitalize upon this breach with all means available.

14 JULY

PEARL HARBOR, *Pacific Fleet press release*—Guam and Rota Islands were attacked by carrier aircraft of a fast carrier task group on 13 July (West Longitude date). Bombs and rockets set fire to buildings and ammunition dumps and damaged storage facilities, gun positions and other defense installations. We lost no aircraft.

One our our destroyers sank a small enemy coastal transport near Guam during the night of 10-11 July.

Liberator bombers of the 7th AAF attacked Truk Atoli on 12 July. Defcnse installations at Eten and Dublon Islands were the principal targets.

Sixteen to nineteen enemy fighters attempted to intercept our force. Four fighters were shot down, four were probably shot down and five were damaged. Four of our aircraft received minor damage. Dauntless divebombers and Corsair fighters of the 4th Marine Aircraft Wing bombed and strafed enemy positions in the Marshalls on 11-12 July.

ADVANCED ALLIED HEADQUARTERS ON NEW GUINEA—*Manokwari:* Light naval units destroyed a laden coastal vessel north of Mumi. . . . *Aitape-Wewak:* Air patrols harassed coastal targets and, with light naval units, destroyed or damaged eight barges. . . . *New Ireland:* Light naval units shelled shore positions.

15 JULY

SUPREME HEADQUARTERS, ALLIED EXPEDITIONARY FORCE—Early this morning enemy E-boats were intercepted in Seine Bay while attempting to break out to the westward from Le Havre. The enemy was driven off and pursued.

During the chase an E-boat was set afire. Patrol craft later were engaged off the harbor entrance and damage was inflicted on them.

Contact also was made with enemy E-boats off Cap de la Hague and a short engagement took place before our force withdrew under fire from shore batteries.

ALLIED HEADQUARTERS ON NEW GUINEA—*Halmahera:* Our medium units attacked, from masthead height, a 3,000-ton freighter-transport laden with men, fuel and ammunition. The vessel received six direct hits, exploded and sank with all on board in two minutes. Five supply-laden barges in tow were also sunk. . . . *Sorong:* Our medium units damaged a supply-laden coastal vessel off

Waigeo Island. Fighter patrols damaged several barges near Sorong. . . . *Manokwari:* Air patrols destroyed a coastal vessel carrying supplies.

16 JULY

PEARL HARBOR, *Pacific Fleet announcement*—Guam Island was attacked on 15 July (West Longitude date) by aircraft of a fast carrier task group. Bombs and rockets destroyed or damaged buildings and caused fires among bivouac areas. A divebomber was shot down but landed in the water two miles off Guam, where the crew was picked up by one of our destroyers.

On 15 July rocket-firing carrier planes attacked ground installations on Rota Island. Fires were started and a direct hit scored on a concentration of automotive and railroad equipment.

Iwo in the Volcano Islands was attacked 13 July by low-flying Liberators of Group 1, Fleet Air Wing 2. A Japanese destroyed was hit squarely by a 500-pound bomb. Explosions and fires resulted after one 6,000-ton and one 3,000-ton cargo ships were strafed. A destroyer escort, a coastal ship and 12 smaller craft were heavily strafed. An oil dump was set afire and five other fires were started.

Three Japanese airplanes on the ground at the time of the attack on the south field were believed destroyed and 10 damaged by strafing. There was no enemy airborne interception. Intense antiaircraft fire slightly damaged one of our planes.

Fourth Marine Aircraft Wing Corsair fighters and Dauntless divebombers bombed Japanese antiaircraft and coastal gun positions in the Marshall Islands on 14 July. Gun emplacements were strafed. Meager antiaircraft fire damaged one of our planes.

SUPREME HEADQUARTERS, ALLIED EXPEDITIONARY FORCE—With improvement of weather on the far shore, there has been considerable activity by the enemy to break out to the westward from Le Havre. Both on Friday and Saturday mornings brief gun actions took place off Cap de la Heve.

On Saturday morning, a force of E-boats was intercepted and engaged shortly after midnight by coastal forces under the command of Lt. Comdr. A. Law, RCNVR, who led his force through the enemy lines, setting one E-boat on fire. During a brisk gun action at close range, the enemy was chased to within one mile of the entrance to Le Havre before our force withdrew.

Shortly before dawn coastal forces commanded by Lt. Comdr. D. Wilkie, RNVR, while patrolling about one mile from the entrance to Le Havre met one enemy armed trawler and two other patrol craft. Action was joined at close range and many hits were observed.

Shortly after this action Lt. Comdr. Wilkie intercepted three E-boats. Before he could close to engage, he was himself heavily engaged and was forced to withdraw by shore batteries.

Our forces suffered a few casualties and some damage to one craft Next of kin of casualties will be informed as soon as possible

17 JULY

PEARL HARBOR, *Pacific Fleet announcement*—Gun emplacements and other defense installations on Guam Island were heavily shelled by battleships, cruisers and destroyers of the Pacific Fleet on 15 July (West Longitude date). Enemy shore batteries returned sporadic fire but did no damage to our surface ships.

On 16 July aircraft of a fast carrier task group obtained direct hits on an airfield at Rota Island, bombed barracks and destroyed a bridge. On the same day Guam was subjected to further carrier aircraft attacks, resulting in damage to antiaircraft positions, barracks and a radio station. Several fires were started by incendiary bombs and rockets. We lost one divebomber in these operations.

Param Island in Truk Atoll was attacked by 7th AAF Liberators on 15 July. Hits were obtained on antiaircraft positions. Approximately 10 enemy fighters attempted interception, dropping bombs from above our formation. These bombs were ineffective, but one Liberator received minor damage from machine-gun fire. One Zero fighter was probably shot down, and three were damaged.

Corsair fighters of the 4th Marine Aircraft Wing attacked Wotje and Mille Atolls on 15 July. Enemy antiaircraft positions were hit.

18 JULY

PEARL HARBOR, *Pacific Fleet announcement*—Guam Island was shelled at close range by battleships, cruisers and destroyers of the Pacific Fleet on 16 July (West Longitude date). Spotting aircraft directing the fire of our heavy units encountered some antlaircraft fire, and these antiaircraft positions were in turn neutralized by our light units.

On Saipan Island a few remaining snipers are being hunted down. As of 16 July our forces had captured 1,620 enemy troops who have been made prisoners of war, and have interned 13,800 civilian residents of Saipan, the majority being Japanese.

Neutralization of enemy defenses on Tinian Island by Saipan-based aircraft and field artillery continues. Our destroyers shelled selected targets on Tinian during 16 July and the night of 15-16 July.

Dauntless divebombers and Corsair fighters of the 4th Marine Aircraft Wing and Ventura search planes of Group 1, Fleet Air Wing 2, attacked enemy positions in the Marshalls on 16 July.

ADVANCED ALLIED HEADQUARTERS ON NEW GUINEA—*Flores Island:* Our long-range fighters carried out a surprise dawn raid on the enemy base of Maomere. Two 4,000-ton merchant transports and a small vessel were heavily damaged and set on fire and two enemy fighters, attempting to take off, were destroyed and another shot down in combat . . . *Halmahera:* Our medium units scored direct hits on a 1,500-ton freighter-transport loaded with troops and supplies. The vessel exploded and sank in 10 minutes. A 7,000-ton vessel to the south was damaged by near misses. Four laden barges and a small craft were destroyed. . . *Aitape-Wewak:* Our planes, on coastal sweeps, sank a number of barges. One of our PT-boats was lost but its crew, except for one man, was rescued.

19 JULY

Navy Department Communique No. 531

PACIFIC AND FAR EAST

U. S. submarines have reported the sinking of 14 vessels, including two combatant ships, as a result of operations against the enemy in these waters, as follows:

One destroyer
Two small cargo vessels
Eight medium cargo vessels
One medium naval auxiliary
One small cargo transport
One escort vessel

These actions have not been announced in any previous Navy Department communique.

PEARL HARBOR, *Pacific Fleet announcement*—More than 320 tons of bombs were dropped on Guam Island by carrier aircraft of the fast carrier task force on 17 July (West Longitude date). Pillboxes, gun emplacements and other defense installations were knocked out. More than 650 sorties were flown over the target area.

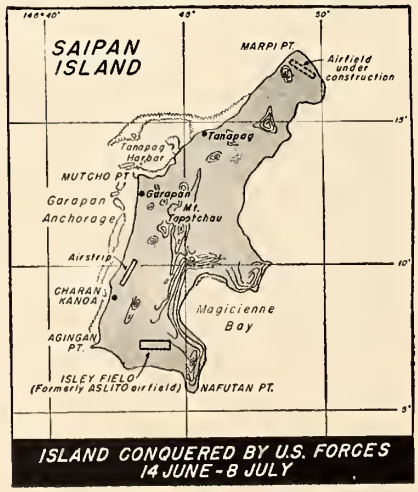
On the same day our battleships, cruisers and destroyers laid down an intense barrage against defensive positions on the island.

On 18 July bombardment of Guam by surface ships continued and carrier aircraft dropped 148 tons of bombs on antiaircraft guns, searchlights, supply areas and defense works. Several enemy positions were strafed.

Rota Island was attacked by rocket fire and bombing from carrier aircraft on 17 July. Nearly 80 tons of bombs were dropped, resulting in large fires among buildings and fuel storage facilities. Aerial reconnaissance indicates that Rota town is virtually destroyed. In this operation we lost one scout bomber.

Army, Navy and Marine aircraft continued neutralization raids against enemy positions in the Marshall and Caroline Islands on 17 July.

ADVANCED ALLIED HEADQUARTERS ON NEW GUINEA—*Flores Island:* Our heavy units at midday struck at enemy shipping at Maoemere and eastward to Soembawa Island. Two 1,000-ton merchant vessels were sunk or damaged. . . . *Halmahera:* Our air patrols bombed and strafed a 3,000-ton freighter transport, leaving it on fire and dead in the water. . . . *MacCluer Gulf:* Our medium units attacking enemy shipping to the northwest sank a 1,000-ton merchantman, a coastal vessel and barges. . . . *Geelvink Bay:* Air patrols destroyed or damaged two coastal vessels. . . . *Aitape-Wewak:* Light craft on night patrol destroyed or damaged three barges.



See 9 July.

20 JULY

PEARL HARBOR, *Pacific Fleet announcement*—More complete reports of the carrier aircraft attack on Guam Island on 18 July (West Longitude) raised the tonnage of bombs dropped to 401 from the previous total of 148 announced. Widespread and heavy damage has been done to military objectives on Guam as a result of coordinated aerial bombing and shelling by surface ships.

Pagan Island in the northern Marianas was bombed twice on 17 July.

Chichi Island and Haha Island in the Bonin Islands were attacked by Liberator search planes of Group 1, Fleet Air Wing 2, on 18 July. The attacks were made at low level. Eleven seaplanes were damaged and four coastal vessels were set afire by strafing. At Haha a small cargo ship was under command of Lieut. Gen. Holland buildings on the seaplane base. Antiaircraft fire was moderate. All of our aircraft returned.

On Saipan Island shore-based artillery and aircraft are being used to neutralize enemy defenses on Tinian Island. Selected targets are being shelled from the sea by our light surface units. As of 17 July our forces have buried 19,793 enemy dead.

The naval base at Dublon Island in Truk Atoll was bombed on 18 July by 7th AAF Liberators. Two of eight airborne enemy fighters were damaged by our planes. Seven of our planes received some damage, but all returned.

Liberators of the 7th AAF Army Air Force, Catalina search planes of Fleet Air Wing 2, and Dauntless dive-bombers and Corsair fighters of the 4th Marine Aircraft Wing continued neutralization raids against enemy positions in the Marshalls on 18 July.

Amphibious operations for the assault and capture of Saipan Island were directed by Vice Admiral Richmond K. Turner, USN, Commander of Amphibious Forces, Pacific Fleet. All assault troops engaged in the seizure of Saipan were under command of iLeut. Gen. Holland McT. Smith, USMC, Commanding General, Fleet Marine Forces, Pacific. Maj. Gen. Sanderford Jarman, USA, has assumed command of Saipan as Island Commander.

ADVANCED ALLIED HEADQUARTERS ON NEW GUINEA—*Halmahera:* Our air patrols sank a 2,000-ton freighter off Morotia Island and heavily damaged two trawlers farther north. . . . *Geelvink Bay:* Our light naval units shelled coastal targets south of Manokwari and sank an enemy barge off Noemfoor. . . . *Aitape-Wewak:* Our medium units and fighters harassed the enemy's rear areas while naval units shelled coastal traffic.

Navy Lieutenant, Two Marine Sergeants Win Medal of Honor in Pacific Fighting

A Navy lieutenant who defied Jap fire to rescue 15 airmen from the water off Kavieng, a Marine sergeant who was killed at Tarawa after putting two pillboxes out of action and a Marine sergeant who threw himself on a grenade to save his comrades on Bougainville have been awarded the Medal of Honor.

Lieut. Nathan G. Gordon, USNR, of Morrilton, Ark., flew boldly into Kavieng harbor on 15 Feb. 1944, defying close-range fire from enemy shore guns, to make three separate landings and pick up nine men, several of them injured. With his cumbersome flying boat dangerously overloaded, he made a brilliant take-off despite heavy swells. Notified that another group was stranded in a rubber life raft 600 yards off the enemy shore, he turned back under direct fire from Kavieng defenses and took aboard six more survivors. He then made his fourth skillful take-off with the 15 rescued officers and men.

S/Sgt. William J. Bordelon, USMC, of San Antonio, Tex., landed on the beach at Tarawa under heavy enemy fire and personally put two pillboxes out of action with demolition charges. He then picked up a rifle and furnished fire protection for a group of men scaling the seawall. Although wounded, he remained in the action and rescued two wounded men from the water. Later he single-handedly assaulted a Jap machine-gun position, but was killed in a final burst of fire from the enemy.

Sgt. Herbert J. Thomas, USMC, of Charleston, W. Va., in action against the Japanese at Bougainville on 7 Nov. 1943, had instructed his squad to charge a machine-gun emplacement after he hurled a grenade. The grenade struck a vine and fell back into the midst of the group, and Thomas immediately flung himself upon it to smother the explosion. Inspired by his sacrifice of his life, his men charged the emplacement and killed its crew and several nearby defenders.

Submarine Commander And Marine Colonel Win 4th Navy Crosses

Gold Stars in lieu of fourth Navy Crosses have been awarded Comdr. Dudley W. Morton, USN, of Miami, Fla. (missing in action), and Col. Lewis B. Puller, USMC, of Saluda, Va. They were the first in the Navy and Marine Corps to be so honored.

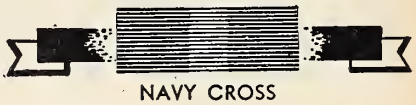
Commander Morton was commanding officer of the submarine USS *Wahoo*, which is overdue and presumed to be lost. His citation was for conducting three highly successful war patrols in Japanese-controlled waters, in which he inflicted heavy losses on enemy shipping. He entered dangerous, confined and shallow waters on a vital mission and destroyed at least one important enemy ship.

Colonel Puller, while temporarily in command of the 3d Battalion on New Britain, moved from company to company along his front lines, and reorganized and maintained a critical position along a fire-swept ridge. His outstanding leadership contributed materially to the defeat of the enemy.

Commander Morton's three previous Navy Crosses were won during this war while he was commanding the *Wahoo* in forays against Japanese shipping. He sank more than 30,000 tons of Japanese shipping on two war patrols.

Heroism in holding a vital position at Guadalcanal on 24-25 October 1942 won the third Navy Cross for Colonel Puller. His first two citations were awarded for extraordinary heroism in Nicaragua in 1930 and 1932.

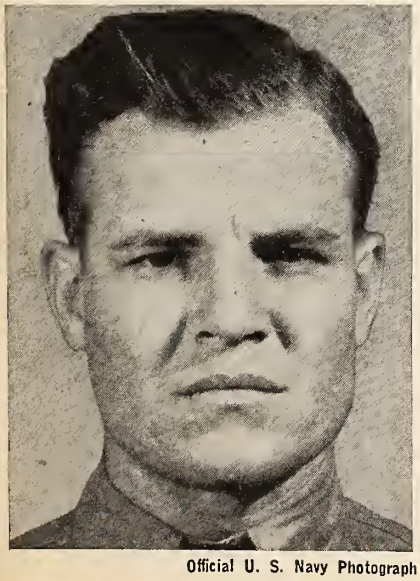
For reasons of security, the deed for which a man receives a decoration very often cannot be fully described either in this section or in the actual citation which the man receives. There may accordingly be citations reported here which do not tell the whole story.



NAVY CROSS

★ Comdr. Victor B. McCrea, USN, New London, Conn.: While commanding a vessel on war partol, he made repeated night surface attacks against two escorted enemy convoys and succeeded in sinking a large loaded tanker and three freighters and in damaging one larger tanker.

★ Comdr. John A. Moore, USN, Brownwood, Tex.: As commanding officer of a submarine on patrol in Japanese-controlled waters, he made five separate torpedo attacks on escorted enemy ships which resulted in the sinking of an auxiliary cruiser and two freighters. His attacks were well planned and brilliantly executed.

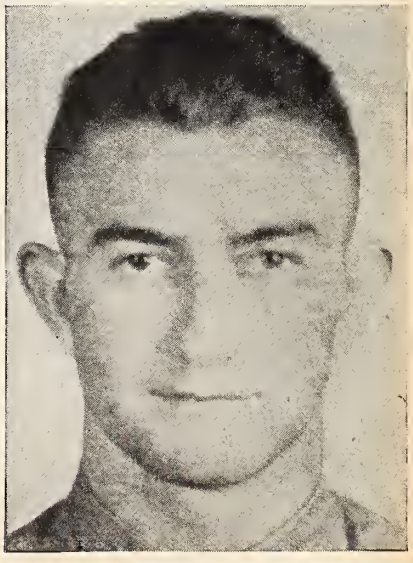


Official U. S. Navy Photograph

Lieut. Nathan G. Gordon



S/Sgt. William J. Bordelon



Official U. S. Marine Corps Photograph

Sgt. Herbert J. Thomas

NAVY CROSS AWARDS



Victor B. McCrea
Comdr., USN

John A. Moore
Comdr., USN

Dudley W. Morton
Comdr., USN

Morton C. Mumma Jr.
Comdr., USN

George E. Porter Jr.
Comdr., USN



Lewis B. Puller
Col., USMC

Richard M. Forsythe
Lt. Comdr. (MC), USNR

Hubert M. Hayter
Lt. Comdr., USN

Edward H. O'Hare
Lt. Comdr., USN

George L. Phillips
Lt. Comdr., USNR



Joseph Orleck
Lieut., USN

John H. Stickell
Lieut., USNR

Kay K. Vesole
Ens., USNR

Benjamin Sachs
CY, USN

James D. Barker
PhM2c, USNR

Photograph not available of Frank C. Walker, GMlc, USNR. Reports of citations of Lieutenant Commander Hayter and of Barker, PhM2c, appeared in the July issue of the Bulletin, that of Lieutenant Orleck in the June issue.

NAVY CROSS cont.

★ Comdr. (then Lt. Comdr.) Morton C. Mumma Jr., USN, Berryville, Va.: As commanding officer of a submarine on a night patrol in dangerous enemy-occupied waters, he contacted a force of Japanese destroyers. Boldly maneuvering his ship into striking position, he launched an aggressive attack and scored a torpedo hit on one of the destroyers.

★ Comdr. George E. Porter Jr., USN, Oakmont, Pa.: While commanding officer of a submarine on war patrol, he aggressively attacked and destroyed a convoy of six ships, including two large tankers, one large transport, two freighters and an unidentified ship. On a previous war partol he sank and damaged thousands of tons of enemy shipping.

★ Lt. Comdr. Richard M. Forsythe (MC), USNR, East Cleveland, Ohio (posthumously): While serving as regimental surgeon with the 1st Marine Division during action against Japanese forces near Volupai Plantation, New Britain, on 6 March 1944, he went to the assistance of the wounded and administered medical aid, undeterred by devastating mortar fire. He continued ministering to the injured, despite multiple wounds from a mortar shell, until severe pain finally forced him to cease. Although fully aware that postponed medical attention would gravely impair his chance of recovery, he refused medical assistance while other casualties were in need of care, and later succumbed from his wounds.

★ Lt. Comdr. Edward H. O'Hare, USN, St. Louis, Mo. (missing in action): When warnings were received of the approach of a large force of Jap torpedo bombers, he volunteered to lead a fighter section of aircraft from his carrier—the first time it had been attempted at night—to intercept the attackers. He fearlessly led his three-plane group into combat against a large formation of hostile aircraft and assisted in shooting down two Jap planes and dispersing the remainder (26 November 1943).

★ Lt. Comdr. George L. Phillips, USNR, Oakwood, N. Y.: As commanding officer of the USS *Sentinel* during the assault on Sicily, after his vessel had been severely damaged by a divebombing strike, he fought through four ensuing raids, drove off two attacks and scored hits on two enemy bombers before being forced to abandon ship. He was largely responsible for the success of subsequent rescue opera-

Capt. Cary Awarded 4th Legion of Merit

For exceptionally meritorious service in the amphibious operations at Anzio, Capt. Robert W. Cary, USN, of San Francisco, Calif., has been awarded a Gold Star in lieu of a fourth Legion of Merit. As commander of a gunfire support group, he brought his ships through heavily mined waters during a period when the Army formations ashore required gunfire support, and obtained the maximum results from the batteries. His support contributed materially to the success achieved at Anzio.



Capt. Cary

tions, which were carried out with a minimum loss of life.

★ Lieut. John H. Stickell, USNR, Gilson, Ill. (posthumously): While serving as a patrol plane commander in Bombing Squadron 108 in the Marshalls on 12 December 1943, he volunteered to participate in a hazardous two-plane bombing strike against an underground oil storage at Jabor, Jaluit Atoll. Although seriously wounded en route while destroying numerous hostile installations, he continued to his target where he scored a direct hit upon Japanese oil storage before his injuries forced him to relinquish the controls. Knowing of the danger to his plane and crew in attempting to land on the narrow runway at Tarawa, he directed his copilot to proceed to another base several hundred miles away, stoically enduring the intense pain of his wounds which later proved fatal.

★ Ens. Kay K. Vesole, USNR, Davenport, Iowa (posthumously): As commanding officer of the Armed Guard aboard the SS *John Bascom* when she was bombed and sunk by enemy aircraft in Bari Harbor on the night of 2 December 1943, he was wounded over his heart and his right arm rendered useless. Weakened by loss of blood, he calmly proceeded from gun to gun directing his crew and giving aid and encouragement to the wounded. With the ship ablaze and sinking, he supervised the evacuation of wounded to the only undamaged lifeboat and manned an oar with his uninjured arm. Upon reaching the seawall he risked his life to pull the wounded out of flaming, oil-covered waters until the terrific explosion of a nearby ammunition ship inflicted injuries which later proved fatal.

★ Benjamin Sachs, CY, USN, Philadelphia, Pa. (missing in action): During the sinking of the USS *Liscome Bay* near Makin Island on 24 November 1943, he observed an officer lying prone on the deck and partially covered with debris. Disregarding his own safety, he removed the debris, revived his shipmate and led the way through the only possible escape route. Then he fastened a life preserver to the officer's body and assisted him over the side.

★ Frank C. Walker, GM1c, USNR, Memphis, Tenn. (posthumously): While serving aboard Motor Torpedo Boat *363* in action against Japanese forces off the north coast of New Guinea on 7 January 1944, he was mortally wounded during the opening moments of action. He had remained steadfastly at his station throughout the greater part of the engagement, and had continued to fire his weapon, assisting materially in the destruction of five barges, until he finally collapsed on the deck as a result of his injuries.

Gold Star In Lieu of Second



DISTINGUISHED SERVICE MEDAL

★ Vice Admiral Richmond K. Turner (then Rear Admiral), USN, Carmel, Calif.: As commander of a task force of the Central Pacific Force during the occupation of Tarawa, Makin and Apamama Atolls, he achieved excellent coordination of the naval, air and ground forces under his command. His brilliant leadership contributed in large measure to the success of these operations.

Gold Star in Lieu of Second



LEGION OF MERIT

★ Lieut. Wesley C. Vines, USNR, Avondale Estates, Ga.: As Commander Boat Flotillas prior to and during the Anzio-Nettuno landings, he ably organized and trained assault boat crews. His cool and skillful control of boat traffic during the assault contributed materially to our success in taking and maintaining the beachhead.



LEGION OF MERIT

★ Capt. Alvin D. Chandler, USN, Williamsburg, Va.: As a destroyer division commander in the South Pacific Area, he trained the ships of his division so efficiently that they were able to destroy many enemy planes and to either destroy or damage three Jap submarines. During the period from 30 September to 4 October 1943 he commanded a unit of destroyers which sank or damaged many enemy barges and gunboats which were attempting to evacuate troops from Kolombangara.

★ Capt. Andrew S. Hickey, USN (Ret), Kingston, N. Y.: As naval observer at Martinique since 22 November 1942, he rendered invaluable assistance to the Commander Caribbean Sea Frontier by providing him accurate and timely information pertaining to the constantly changing situation. His diplomacy was a vital factor in bringing negotiations to a successful conclusion.

War Department Decorates Naval Personnel

Admiral William F. Halsey Jr., USN, has been awarded the Distinguished Service Medal by the War Department for "exceptionally meritorious service in a position of great responsibility from 8 December 1943 to 1 May 1944." The citation stated:

"Having created an integrated, well-knit combat force through his superior leadership . . . Admiral Halsey used this powerful striking force with such vigor and determination as to crush the Japanese garrison on certain South Pacific island groups and isolate enemy forces in others. As a result of Admiral Halsey's conduct of command, the Army forces in the South Pacific Area were splendidly cared for and were able to accomplish the combat and logistic missions assigned in the most effective manner."

An officer and six enlisted men of the Navy have been awarded the Soldier's Medal by the War Department for heroism in rescuing the crew of a bomber which crashed and caught fire on 23 April 1944 at Momote airstrip, Los Negros Island.

Those decorated were Lieut. Norris A. Johnson, USNR, Phoenixville, Pa.; Frank A. Perry, CEM, USNR, Burbank, Calif.; Henry A. Busker, CM1c, USNR, Havre de Grace, Md.; Henry N. Mathias, GM1c, USNR, Lafayette, Colo.; Warren W. Winstead, MM2c, USNR, Independence, Oreg.; John E. Hunting, EM3c, USNR, Watsonville, Calif., and Anthony J. O'Cone, CM3c, USNR, Millburn, N. J.



(See page 55)



Official U. S. Navy Photograph

TRAINED AMPHIBS: Commodore Lee P. Johnson, USN, of Concord, N. C., recently received a Gold Star in lieu of a second Legion of Merit for his outstanding work in training both Army and Navy personnel for our amphibious operations in the Southern European area. He conducted intensive research for improving various landing craft and weapons.

LEGION OF MERIT cont.

★ Capt. Joel J. White (MC), USN, Nashville, Tenn.: As commanding officer of a naval hospital in the New Hebrides Islands with a section assigned to Guadalcanal from August 1942 to January 1943, he made repeated trips into the forward combat areas in order to develop facilities for the efficient treatment of battle casualties. His untiring devotion to duty contributed in large measure to the successful care of many hundreds of patients.

★ Comdr. John J. Shaffer III, USN, Piedmont, Calif. (posthumously): As CO of a destroyer during action against a U-boat in the Atlantic, he made repeated sound attacks and forced her to the surface. He continued the attack with gunfire and finally rammed the sub. Determined that contact should not be lost, he conned his vessel from an exposed position and sustained a wound which resulted in his death the next day.

★ Comdr. George H. Tilghman, USNR, Lawrence, N. Y. (posthumously): As commanding officer of an aviation unit on Buota Island in the Gilberts, he worked tirelessly to expand the base to meet the requirements of our air force, which was more than twice the size contemplated. The vital assignment was interrupted by his death.

★ Lieut. William W. Lumpkin (ChC), USNR, Charleston, S. C.: As division chaplain of the 2nd Marine Division from 3 October 1942 to 7 March 1944, he performed duties outside the field of religion and assisted in athletics and other recreation. At Tarawa he recovered and identified the bodies of many men and provided burials at sea for men who became casualties in the initial phase of the operation. After going ashore he worked tirelessly directing the burial of the dead.

★ Lieut. Byron W. Philp, USNR, Port Huron, Mich.: As commander of LCT Group 27 prior to and during the landings in the Anzio-Nettuno area, he trained the units of his group with great efficiency and thoroughness. Following the assault, in which his units successfully carried out all assignments, he supervised for three weeks the unloading of follow-up shipping, the evacuation of casualties and the shuttling of supplies to serve the needs of the assault forces.

★ Lt. (jg) George A. Humm, USNR, Allegan, Mich.: As officer-in-charge of *LCT 32* during the landings in the Anzio-Nettuno area, he continued for 30 days to perform vital tasks in connection with the unloading of follow-up shipping, the evacuation of casualties, the rendering of assistance to ships damaged by enemy action, and the conduct of beach salvage operations. During this period his craft was subjected to enemy shellfire in the unloading areas and frequent aerial bombing attack.

★ Ens. Clyde A. Scheidemantel, USNR, Harmony, Pa.: As engineering officer of a large landing craft during the assault on Sicily, he showed great initiative and ingenuity in making temporary repairs when a direct shell hit parted the stern anchor cable, fouling the port propeller. Through his perseverance and technical skill, the craft was able to return to base in spite of continued air attack and shell fire.



Official U. S. Navy Photograph

WINS TWO DECORATIONS: Rear Admiral John J. Ballentine, USN, of Hillsboro, Ohio, has been awarded the Legion of Merit and the Silver Star Medal for meritorious service as commanding officer of an aircraft carrier in the Central and South Pacific. He contributed greatly to the neutralization of enemy forces in two important areas of conflict and to the destruction of many enemy aircraft, surface vessels and airfield installations.

Gold Star in Lieu of Third



Silver Star Medal

★ Lt. Comdr. Robert E. Dornin, USN, San Francisco, Calif.: As commanding officer of a submarine on war patrol, he maneuvered within dangerously close range of an enemy-escorted convoy and sank one of the escort vessels. Then he boldly struck again and destroyed a large hostile ship.



SILVER STAR MEDAL

★ Capt. Albert F. France Jr., USN, Annapolis, Md.: As commanding officer of a cruiser in the vicinity of Kwajalein and Wotje Atolls from 27 November to 10 December 1943, he fought his ship aggressively throughout fierce night aerial assaults. When three torpedo bombers flew in at low level for a sudden attack, he evaded a torpedo launched at close range and his gun crews destroyed all three Jap planes.

★ Capt. Robert P. McConnell, USN, San Diego, Calif.: While commanding an aircraft carrier in the Pacific area from 10 November to 10 December 1943, he participated in repeated attacks on Mille Island and the destruction of air installations. On 20 November, aircraft from his carrier supported assault troops in the occupation of Makin Island, and on 4 December, performed similar service during the raid on Kwajalein, where aircraft were destroyed and ships damaged.

★ Lt. Comdr. Verne L. Skjonsby, USN, Hickson, N. Dak. (missing in action): Serving in a submarine on patrol in enemy-infested waters, he was of great assistance to his commanding officer during the penetration of dangerous, confined and shallow waters and contributed materially to the destruction of one important enemy vessel.

★ Lieut. Donald S. Scheu, USN, Buffalo, N. Y. (missing in action): As torpedo and gunnery officer of a submarine during extremely hazardous war patrols, he performed his duties courageously and with expert skill, thereby contributing to the sinking or damaging of many thousands of tons of enemy shipping.

★ Lt. (jg) Nathan Schlanger, USNR, Brooklyn, N. Y.: As commanding officer of the Armed Guard aboard the SS *Hilary A. Herbert* at Anzio, Italy, he directed his gun crews during 27 bombing attacks during the seven days it was discharging urgently needed cargo. His gunners drove off the attackers, probably destroying three planes and damaging others.

★ Ens. Paul J. Kashmer, USNR, La Porte, Ind. (missing in action): When his ship, the *LCT 35*, was maneuvered alongside the bombed and blazing *LCI(L) 211* during the Anzio-Nettuno landing, he boarded the stricken vessel and helped direct fire-fighting and in removing the wounded. Later he donned a gas mask and risked his life to enter smoke-filled compartments be-

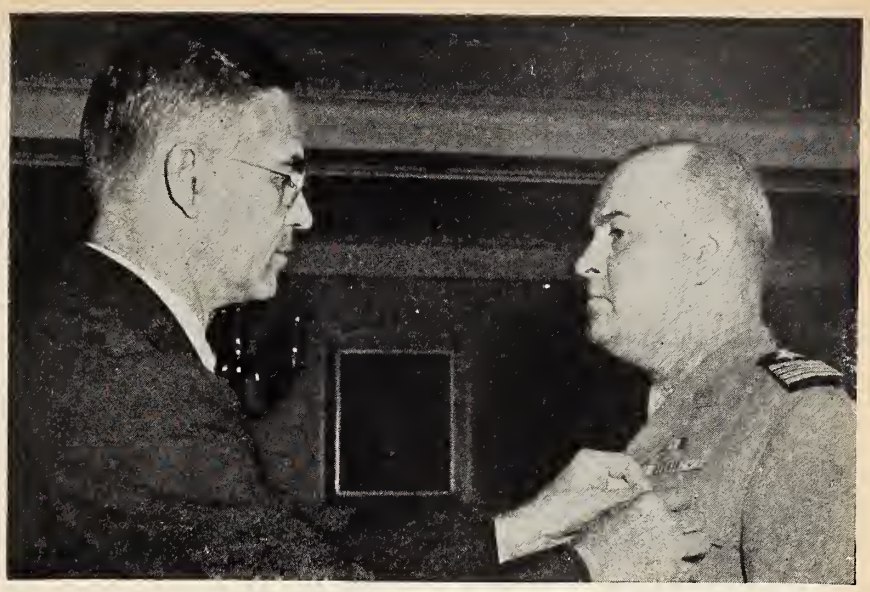
low decks and rescue injured personnel trapped by flames.

★ Willard J. Johnson, PhM2c, USNR, Cleveland, Ohio (honorably discharged): While attached to the *LST 338* during the invasion of Italy, he was waiting in an assault boat to return to his ship when the beach was heavily strafed and bombed by an enemy plane. Although wounded himself, he administered first aid to an officer and several men, in one case amputating the leg of a man. His prompt and valiant action probably saved the life of a critically wounded man.

★ Arnold J. Hovland, PhM3c, USN, Los Angeles, Calif. (posthumously): As a hospital corpsman attached to an assault landing company during operations on Eniwetok Atoll on 18 February 1944, he observed a seriously wounded marine lying in an extremely hazardous position in the front lines. He made his way forward under severe machine-gun and mortar fire and was removing the burning clothes from the helpless man when killed by enemy fire.

★ Jack Younts, EM3c, USNR, Thomasville, N. C.: Attached to a minesweeper which was engaged in minesweeping operations near Point d'Anzio, Italy, on 24 January 1944, he alone observed an enemy plane approaching from astern. He maintained continuous machine-gun fire on the plane until it came within 500 feet of the ship where it banked and released a bomb. His accurate and intensive fire undoubtedly prevented the plane from scoring a probable hit on the minesweeper.

★ Hayward H. Skaggs Jr., HA1c, USNR, Deer Creek, Okla. (missing in action): While serving with the 2d Marine Division at Tarawa on 21 November 1943, he defied constant danger as the assault wave to which he was attached disembarked in small boats on a coral reef 500 yards from shore. For hours he cared for casualties in the water, administering first aid and carrying them to small boats for evacuation, in one instance giving up his own life belt to insure the safety of a wounded comrade.



Official U. S. Navy Photograph

FORMER PUBLIC RELATIONS DIRECTOR CITED: Capt. Leland P. Lovette, USN, Navy director of public relations from August 1942 to June 1944, receives the Legion of Merit from Under Secretary of the Navy Ralph A. Bard. Captain Lovette was honored for the successful handling of the many problems involved in the organization and adjustment of the Navy's relations with the public and press during a particularly trying period.



Official U. S. Navy Photograph

SANK BLOCKADE RUNNERS: Capt. Charles D. Leffler, USN, of Miami, Fla., has been awarded the Legion of Merit for his successful campaign against blockade runners and enemy raiders in the South Atlantic. As commanding officer of the USS Omaha, he intercepted and sank the German blockade runners Rio Grande and Burgenland on 4-5 Jan. 1944. He is now Director of Planning and Control in BuPers.

Gold Star in Lieu of Second

DISTINGUISHED FLYING CROSS

★ Lt. Comdr. Frank M. Whitaker, USN, Spokane, Wash. (posthumously): While commanding a torpedo quadron in the New Ireland area from 25 December 1943 to 5 January 1944, he led his squadron against Jap vessels in Kavieng Harbor in the face of persistent antiaircraft fire and intense fighter opposition. His squadron destroyed two large cargo vessels, one destroyer and three barges and severely damaged two cruisers, four destroyers, several small cargo ships, numerous barges and one torpedo boat.

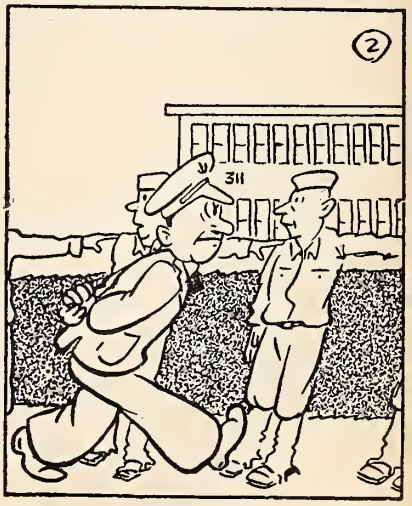
DISTINGUISHED FLYING CROSS

★ Lt. Comdr. Frank M. Whitaker, USN, Spokane, Wash. (posthumously): He led his torpedo squadron in a daring attack on Japanese forces at Rabaul on 11 November 1943 and aided in the sinking of a destroyer and a cruiser, the probable destruction of another cruiser, and the severe damaging of two other combatant vessels.

★ Lieut. John C. Kelley, USN, Bangor, Me. (missing in action): As executive officer of Fighting Squadron 33 in the Pacific area from September to November 1943, he led his division against a large force of Japanese planes near Empress Augusta Bay and shot down one enemy divebomber. On a later occasion he maneuvered his plane through intense antiaircraft fire and sent two Jap planes crashing into the sea, although his own was badly damaged and burning.

★ Lieut. Franklin M. Murray, USNR, Peoria, Ill. (posthumously): As pilot of a torpedo bomber, he pressed home a powerful attack upon a submarine in the face of intense antiaircraft fire and released depth bombs which exploded almost in contact with the sides of the submarine, probably destroying it.

★ Lieut. William W. Parish, USNR, Coopersville, Mich., and Ens. Don M.



(See page 57)

DIST. FLYING CROSS cont.

Lyons Jr., USNR, Grand Rapids, Mich. (both posthumously): As pilot and co-pilot of a bomber in action against a U-boat in the Bay of Biscay, they launched a depth-charge attack in the face of intense antiaircraft fire, causing the sub to heel over and proceed on a series of erratic courses. In a later attack they diverted the sub's fire, enabling a British plane to attack with rocket projectiles.

★ Lieut. Grant H. Rogers, USN, Joliet, Ill.: As division leader of a bombing squadron in a strike against Japanese shipping in Rabaul Harbor on 11 November 1943, he selected an important target and personally scored a direct hit on a Jap light cruiser. Despite repeated attacks from enemy fighter planes, he retired from the target area and effected a rendezvous with the remainder of his squadron.

★ Lieut. John H. Stickell, USNR, Gilson, Ill. (posthumously): While attached to Bombing Squadron 108 during action over the Marshall and Gilbert Islands on 1 December 1943, he was suddenly attacked by six Japanese planes. He destroyed two of the attacking planes and crippled another with only slight damage to his own, then continued on his patrol and successfully completed his vital mission.

★ Lieut. William J. Tate Jr., USN, Baltimore, Md. (posthumously): As test pilot and gunnery officer attached to the Armament Test Department at NAS, Patuxent River, Md., he carried out extremely dangerous work of testing mines and bombs. Through his intelligent analysis of test data, he made important contributions to the effectiveness of naval aviation and the future safety of naval aviators. He was killed on 13 April 1944 while making tests to determine safe angles of dive for fighter planes carrying large-caliber bombs.

★ Lt. (jg) Howard M. Burriss, USNR, Granville, Ohio (missing in action): As a fighter pilot in the Rabaul area from 26 January to 31 January 1944, he escorted a group of bombers in a strike on Lakuani airfield on 27 January and destroyed one enemy plane despite serious damage to his own plane from Japanese fire. In an attack on Tobira airfield two days later he accounted for four enemy planes.

★ Lt. (jg) Douglas H. C. Gutenkunst, USNR, Milwaukee, Wis. (posthumously): While a fighter pilot in the Solomons from 27 October to 1 December 1943 and from 25 January to 30 January 1944, he ably assisted his section leader in downing three hostile planes near Bougainville. In a strike on Lakuani airfield he shot down two planes, and destroyed two more in a later attack on Tobira airfield.

Navy Decorates Brazilians Who Helped Destroy U-Boat

Nine crew members of a Brazilian Navy patrol plane which helped destroy a U-boat have been decorated by the U. S. Navy. In the face of severe antiaircraft fire, the Brazilians attacked with such determination and skill that they scored a direct hit on the surfaced sub.

The Distinguished Flying Cross was awarded the pilot, 2nd Lt. Alberto M. Torries, and the copilot, 1st Lt. Jose C. M. Correia. The other seven members of the crew received the Air Medal.



Official U. S. Navy Photograph

PROTECTED TROOP CONVOY: Capt. Charles C. Hartman, USN, of Arlington, Va., has received a Gold Star in lieu of a second Legion of Merit for his skill in countering an attempted attack by enemy aircraft on a troop convoy of which he was escort commander.



NAVY AND MARINE CORPS MEDAL

★ Lt. Comdr. Milo A. Youel (MC), USN, Huron, S. Dak.: Sighting a man struggling in the treacherous waters of Flamingo Beach, Culebra, on 25 January 1941, he dived into the heavy surf, swam to the side of the exhausted man and brought him to safety.

★ Lieut. Paul M. Bryant, USN, Norfolk, Va., and Lt. (jg) Frederick D. Goodwin Jr., USNR, Richmond, Va.: When a fighter plane swerved from the runway during a take-off at Municipal Airport 2, Tucson, Ariz., on 14 January 1944, crashed into a grounded bomber and set both planes afire, they rushed to the rescue of the trapped and semiconscious pilot. They freed the pilot and carried him away a few seconds before the fuel tank in one wing exploded.

★ Ens. Morris H. Keltner (then CQM), USN, Hoisington, Kans.: As chief quartermaster and a member of the approach party of a submarine during many war patrols, he assisted in sinking or damaging many thousand tons of Japanese shipping. His skill in piloting and navigating helped in the successful accomplishment of all assigned missions.

★ Felice P. De Cesare Jr., CRM, USN, Bridgeport, Conn. (missing in action): As chief radioman of a submarine during its many war patrols, he maintained the radio and sound equipment in efficient condition despite numerous handicaps, and aided materially in the sinking or damaging of thousands of tons of enemy shipping.

★ Francis J. Decker, CMoMM, USN, Cincinnati, Ohio (missing in action): In charge of the auxiliary machinery of a submarine during many war patrols, he aided materially in the sinking or damaging of considerable enemy shipping. His perseverance in effecting repairs under difficult conditions was instrumental in keeping the vessel in an excellent material condition.

★ Harvey C. Luchau, CCM, USNR, Spokane, Wash.; Moses Dunton, MM1c, USNR, Crescent City, Calif.; Oluf T. Hoff, CM2c, USNR, Hoquiam, Wash., and Roy A. Shook Jr., S2c, USNR, San Francisco, Calif.: As crew members of barge *651* on 27 November 1943, they observed the crash of a *PBY-5A* in Summer Bay, Alaska. They brought the barge alongside the crashed plane and risked their lives in saving the 10 officers and men of the plane crew. Dunton, Hoff and Shook dived into the icy waters during the rescue operations and had to be treated later for exposure.

★ Svend S. Christensen, MoMM1c, USNR, Duluth, Minn.; Anthony E. Fiorellini, MoMM1c, USNR, Sault Ste. Marie, Mich. (missing in action); Harry K. Clarke, MoMM2c, USN, Savanna, Ill.; Robert C. Kittrell, RM2c, USNR, Anaheim, Calif.; Raymond G. Lupien, EM2c, USNR, Manchester, N. H.; Daniel D. McCauley, GM2c, USNR, Princeton, Mass.; Howard K. Royer, S2c, USN, Norristown, Pa.; Gordon K. Dresser, SM3c, USNR, Wheaton, Ill.; Orlo W. Dykes, SC3c, USN, Millville, Fla.; Vincent F. Fobert, SM3c, USNR, Attleboro, Mass. (missing in action), Carl R. Mickelson, GM3c, USNR, Worcester, Mass. (posthumously) and Joseph E. Monroe, GM3c, USNR, East Douglas, Mass.: While serving aboard the *LCT 35* during the landings at Anzio, Italy, a heavy enemy aerial attack developed and a large bomb struck close to the *LCI(L) 211*, moored in the harbor. The *LCT 35* was shifted along-



Official U. S. Navy Photograph

PT SKIPPER HONORED: For conspicuous gallantry and intrepidity as commanding officer of a motor torpedo boat squadron in the Solomons, Lieut. Craig C. Smith, USNR, of Arlington, Va., has been awarded the Silver Star Medal.

side the stricken craft and these men disregarded their own safety to remove wounded men and bring the fires under control. Their efforts contributed materially to the probable saving of several lives.

★ William Hayde, Sp(F)2c, USNR, Kansas City, Mo.: When the *SC 696* and *SC 694* were set afire by bomb hits during the occupation of Palermo, Sicily, on 23 August 1943, he disregarded his personal safety to fight fire during a heavy air raid. While engaged in fire-fighting, the ships were struck again by German bombs which caused them to blow up, and he suffered painful injuries.

★ Thomas Q. Heaps, QM2c, USN, Pitcairn, Pa.: When the HMS *Spartan* was struck by a glider bomb during the Anzio-Nettuno landing, he was serving in the *LCI(L) 236*, which came alongside the British warship to rescue survivors. Manning a rubber boat, he paddled through oily wreckage under the side of the capsizing ship to recover survivors and assisted in the probable saving of many lives.

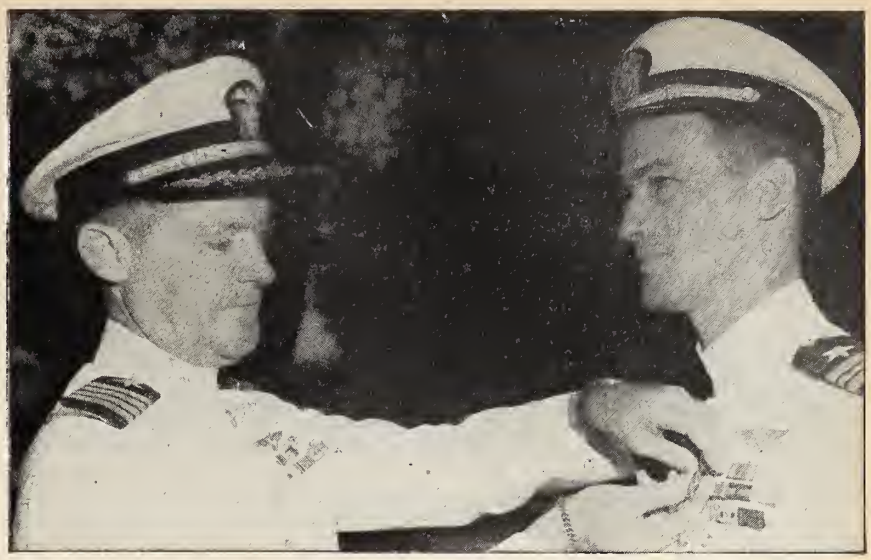
★ Kent R. Collins, MoMM3c, USNR, Fitchburg, Mass. (posthumously): When the parting of a cable on a davit of the *LST 197* during the landing at Anzio on 22 January 1944, threw a boatload of troops into the water, he plunged into the sea and helped rescue the heavily laden men. While members of the ship's company threw life rings and jackets to the struggling men, he removed packs from the backs of soldiers and contributed materially to the saving of several lives.

★ James R. Larsen, Cox, USN, Key West, Fla.: Acting as coxswain of a motor whaleboat, he went to the aid of a drowning man who was being carried toward a hazardous reef by the current. He dived from his boat into the rough waters, grabbed the man and towed him back to the whaleboat (Central Pacific Area, 23 January 1944).

★ Harmon C. Steck, Cox., USNR, St. Louis, Mo.; Herman H. Thomas, GM3c, USN, Comanche, Tex., and Marvin I. Williams, Cox., USNR, Hazard, Ky.: They were attached to the *LCT 19* during the landings at Salerno when the landing craft sustained severe damage from enemy bombing attacks and it became necessary to abandon ship. Steck and Thomas helped keep wounded men afloat until they were rescued, while Williams went to the assistance of a man severely wounded and lowered him carefully into the water from whence he was later rescued.

★ Andrew A. Balas, AS, USNR, Chicago, Ill. (posthumously): As a member of the Armed Guard aboard the SS *Stanvac Palembang* when it was attacked by a U-boat on the night of 9 July 1942, he suffered a severe head wound. Disregarding the acute pain, he risked his life to go below deck and assist in releasing a life raft to rescue a merchant seaman who had jumped over the side. He persisted in his efforts in the face of continued shelling until a second torpedo struck the ship.

★ Clifton B. Walker Jr., S2c, USNR, Memphis, Tenn.: While serving on board a tank landing ship in the New Georgia area on 18 August 1943, he volunteered to assist in rescuing a shipmate who was injured and pinned down under debris following an explosion. He made his way to the compartment, despite fumes and burning gasoline, and assisted in removing the man to the upper deck where he was transferred to a life raft.



Official U. S. Navy Photograph

LED TORPEDO SQUADRON: The Distinguished Flying Cross was awarded to Lt. Comdr. Donald M. White, USN, of Ruxton, Md., for leading his torpedo squadron against Rabaul, New Britain, on 11 Nov. 1943. He and his mates scored nine torpedo hits on seven Jap cruisers and a destroyer. Capt. Lester T. Hundt, USN, commandant of the Naval Air Training Center, Pensacola, here presents the medal.



BRONZE STAR MEDAL

★ Capt. Edwin M. Crouch, USN, Washington, D. C.: As operations officer on the staff of Commander Cruisers and Destroyers Pacific, and commander of a task force between 21 January 1943 and 2 January 1944, he administered the exacting duties of his office tactfully and promptly. He accomplished positive results throughout a critical period of operations.

★ Comdr. Thomas Burrowes, USN, Keyport, N. J.: When the destroyer which he commanded suffered damage from an underwater explosion, he immediately directed the successful rescue of numerous men who had been hurled into the cold, fuel-covered water. He later supervised such repairs as were practicable and the towing of his ship through rough Aleutian waters and to a navy yard approximately 3,000 miles distant.

★ Lt. Comdr. Lawrence G. Bernard, USN, Deadwood, S. Dak.: As diving officer of a submarine during its first war patrol, he materially assisted the commanding officer in bringing the vessel safely into port.

★ Lt. Comdr. James G. Franklin, USN, Lawrenceburg, Ky.: As flag secretary and evaluating officer on the staff of a task force commander operating in the Solomons area from 23 January 1943 to 25 March 1944, he participated in five bombardments of enemy shore installations, a night surface engagement in which two Jap ships were sunk, one mine-laying operation and a night action in which one cruiser and four destroyers were sunk. Throughout these actions he demonstrated outstanding ability and judgment.

★ Lt. (jg) Wilson D. Rutherford, USNR, Baltimore, Md.: As commanding officer of the Armed Guard in the SS *Sharpsburg* when it collided with another ship in the Irish Channel, he directed the abandon-ship operations when flames rendered it untenable. Later he returned to the *Sharpsburg* with a volunteer crew and supervised operations until the fire was brought under control and the ship's safety was assured.

★ Ens. William B. Ennis Jr., USNR, Madison, Wis.; Ens. James J. O'Connell, USNR, New Brunswick, N. J.; Ens. D. A. Yetter, USN, Long Beach, Calif.; Ens. Leo H. J. McNeil, USN,



(See page 59)



Official U. S. Navy Photograph

SUB SINKERS CITED: Two officers and two air crewmen received the Air Medal recently at the NAS, Charleston, S. C., for their part in the destruction of two U-boats. Medals were presented by Lt. Comdr. Charles M. Brower, USNR, commander of a patrol squadron. From left to right are Lieutenant Commander Brower, Lt. (jg) Jorden B. Collins, USNR, of Eloy, Ariz.; Lt. (jg) (then Ens.) Robert M. Sparks, USNR, of Santa Barbara, Calif.; William H. Meadows, AMM2c, of Troy, Mich., and George L. Cole, AMM1c, USN, of Portland, Me.

BRONZE STAR cont.

Long Beach, Calif.; Ens. Leon Woodard, USNR, Clarksville, Ark.; Lester G. McClure, CRM, USN, James H. Smith, CRT, USNR, Denver, Colo., and Wilburn G. White, RM2c, USN, Lewiston, Idaho: When their communications unit at an advanced naval base in the Solomons was bombed and shelled on 12 September 1942 and the radio receiving equipment wrecked by a direct bomb hit, they reestablished the service on a temporary basis in 18 minutes, thereby permitting communications to be resumed. Disregarding the danger from exploding shell fragments from the bombardment which lasted throughout the night, they remained at their posts and performed their duties.

★ Horace W. Anderson Jr., GM3c, USNR, Dover, N. J.; Reginald J. Baker, GM3c, USNR, Quincy, Mass.; David Goldstein, Cox., USNR, Cleveland, Ohio; Arthur A. W. Behm, S1c, USN, Omro, Wis., Stanley Bishop, S1c, USNR, Norwood, Ohio; Robert L. Boyce, S1c, USNR, Marion, Ohio, and Rodney J. Ruddiman, S1c, USN, Elmont, N. Y.: As members of the Armed Guard aboard the ss *John Bascom* when it was attacked and set afire by enemy planes at Bari, Italy, on 2 December 1943, they steadfastly remained at their battle stations, despite bombing and strafing, until all guns were put out of action and the abandon-ship order was given. Although severely wounded, they volunteered to swim from the sinking vessel to the seawall in order to make room in the only undamaged lifeboat for those more seriously injured.

★ Florian J. Botica, GM3c, USNR, Chicago, Ill.: As a member of the Armed Guard aboard the ss *John M. Schofield* when it was attacked by enemy aerial forces, at Bari, Italy, on 2 December 1943, he assumed command of the gun crew in the absence of his superior officer and maintained steady gunfire against the enemy despite two near misses and a hit which damaged the starboard side of No. 1 hold. His leadership and courage upheld the morale of the crew and contributed to the sturdy defense of the ship.

★ William A. McCurdy, S2c, USNR, Uniontown, Ala., and Albert A. Pinto, S2c, USNR, Dallas, Tex. (both posthumously): As coxswain and gunner, respectively, of a landing craft during the occupation of Hyane Harbor, Los Negros Island, on 29 February 1944, they successfully landed troops on the beach under heavy fire from Jap machine-gun emplacements. While carrying out their duties they were mortally wounded.



AIR MEDAL

★ Comdr. William A. Moffett, USN, Washington, D. C.: As commanding officer of a bombing squadron in the Solomons from 1 January to 1 September 1943, he led his squadron in numerous strikes against the enemy, often under adverse flying conditions and against active enemy opposition.

★ Lieut. George C. Bullard, USN, Pompton Plains, N. J. (missing in action): Piloting a fighter plane in action over Wake Island on 5 October 1943, he realized that a head-on collision was imminent with a damaged Japanese fighter plane. Observing the enemy craft bursting into flames, he pulled up and passed through the blaze and safely returned his badly damaged plane to his carrier.

★ Lieut. Joseph E. Butler, USNR, Irwinton, Ga.: Besides acting as assistant and later as operations officer of Strike Command, Aircraft, Solomon Islands, from 20 October 1943 to 15 March 1944, he also took part in numerous combat missions. By his skillful briefing of pilots before each assignment, he contributed materially to the success of air operations in the Solomons and New Britain areas.

★ Lieut. Ben W. Gibson Jr., USNR, Atlanta, Ga.: During an attack on an enemy submarine in the South Atlantic, he skillfully handled communications during and after the engagement, despite intense close-range antiaircraft fire.

★ Lieut. Vernon E. H. Niebruegge, USNR, Corning, Iowa (missing in action): While commanding a patrol plane 28 December 1943, he realized that his craft was the only remaining escort for a photographic plane on an important mission over Kwajalein Island. Despite overwhelming odds, he defended the other aircraft against fierce, persistent attacks of enemy fighters until his own plane was shot down.

★ Lieut. John H. Stickell, USNR, Gilson, Ill. (posthumously): During a search and reconnaissance mission over the Gilbert and Marshall Islands, he out-maneuvered a Jap plane, enabling his gunners to destroy it. Later, he cooperated in a daring low-level bombing and strafing attack on Jaluit Atoll and assisted in the sinking of an enemy boat, the probable destruction of a cargo vessel and the infliction of severe damage on two other craft.

★ Lt. (jg) Thomas J. Cunningham, USNR, Selma, Calif. (missing in action): While flying at low level during a twilight attack upon enemy installations at Nauru Island on 24 December 1943, he delivered devastating blows on the target area although his plane was severely damaged during the action. He skillfully kept his crippled plane under control until 23 miles from his base, when it crashed into the sea.

★ Lt. (jg) Frank G. Dunphy, USNR, Stevens Point, Wis. (missing in action): As pilot in a fighting squadron in the Solomons from September 1943 to February 1944, he fought his plane with courage and skill and contributed materially to the destruction of hostile installations and to the breaking of organized resistance to our landings on Treasury and Bougainville Islands.

★ Lt. (jg) George L. Glass Jr., USNR, Tampa, Fla. (missing in action): Piloting a divebomber during an attack on enemy shipping at Truk Island on 16 February 1944, he released an armor-piercing bomb on a Japanese auxiliary aircraft carrier before his plane was badly damaged by intense antiaircraft fire.

★ Lt. (jg) Richard G. Johnson, USNR, LaHabra, Calif. (missing in action): As a fighter pilot in the Gilbert and Marshall Islands, he was a member of a 12-plane patrol on 23 November 1943 which intercepted a formation of 21 to 23 Jap fighting planes about 50 miles from his own task force. He personally shot down one Zeke and assisted in the destruction of 17 others and the probable destruction of four others. During a similar engagement the following day he contributed materially to the destruction of 10 enemy fighters and two bombers and the probable destruction of four fighters.

★ Lt. (jg) Carroll P. Learned, USNR, Houston, Tex. (missing in action): As a fighter pilot in the Solomons from September 1943 to January 1944, he displayed great courage in numerous combat patrols and in task force cover assignments. He successfully strafed troop concentrations and barges and contributed materially to the destruction of important Japanese airfields.



Official U. S. Navy Photograph

USED ROCKET ON SUB: Lt. (jg) Leonard L. McFord, USN, of Barrington, Ill., has won the Air Medal in recognition of his making the first rocket attack on a U-boat. He and another pilot are credited with the probable sinking of the sub (Information Bulletin, July 1944, p. 18).

★ Lt. (jg) Arthur H. Sparrow, USNR, Cleveland Heights, Ohio (missing in action): As a divebomber pilot in the Gilbert and Marshall Islands from 18 September to 4 December 1943, he flew on numerous raids on enemy ground installations and shipping. At Kwajalein he defied relentless antiaircraft fire and fighter opposition to score a direct hit amidships which sank a large Japanese cargo ship.

★ Ens. Percy E. Divenney, USNR, Conover, N. C. (missing in action): Flying cover on a bombing strike on the Tobira airfield on 28 January 1944, he courageously met the attack of an overwhelming force of Jap Zeros and personally shot down two of the planes.

★ Ens. Roger W. Lovelace Jr., USNR, Louisville, Ky.; Leo M. Davenport, ARM2c, USNR, Manhattan, Kans.; John E. Shaffer, AMM2c, USN, Champaign, Ill.; Arthur J. Stork, AMM2c, USNR, Berwyn, Ill.; John F. Benson, ARM3c, USNR, Troy, N. Y.; Charles A. Reynard, AMM3c, USNR, Springfield, Mo., and Alfred J. Roddy Jr., AOM3c, USNR, Troy, N. Y. (all posthumously): As members of a bomber crew in action against a U-boat in the Bay of Biscay, they rendered valuable assistance to the pilot in flying nearly 400 miles to intercept the sub, and in the determined and effective attack upon it.

★ Ens. Joseph G. Mallen, USNR, Long Island City, N. Y. (missing in action): While taking part in a low-level bombing attack against Nauru Island on 23 December 1943 in which his pilot was wounded and the plane severely damaged, he assisted in bringing the plane under control, dropping all the bombs on the target and in maintaining level flight on the return trip. The plane later crashed at sea while preparations were being made for an emergency landing.

★ Ray C. Sharkey, CPhoM, USN, Charlestown, Mass.: As photographer of a divebomber, he took photographs continuously during three attacks on Tarawa Atoll on 18, 20 and 23 November 1943. Although taken under severe antiaircraft fire, the photographs obtained were of great assistance in conducting operations.

★ John A. Linson, ARM1c, USNR, Culver City, Calif., and Edward A. Porter, ARM2c, USN, Huntsville, Ala. (both missing in action): As rear seat gunners in a bomber during operations against Tarawa, Wake, Mille and Kwajalein from 18 September to December 1943, they aided their pilot by their observations and destroyed enemy personnel and material by the skillful use of their guns in strafing runs.

★ George A. Brendla, AMM2c, USNR, Miami, Fla.; Norman R. Chapin, AMM2c, USNR, Dayton, Ohio, and Leonard D. Chesmore, ARM2c, USNR, Holliston, Mass. (all missing in action): As crew members of a bomber on 24 December 1943, they skillfully manned their stations in a hazardous low-level bombing attack upon enemy air installations at Nauru Island. They continued to carry out their duties with cool efficiency until intense antiaircraft fire caused their plane to crash into the sea.

★ Paul T. Garrison, ARM2c, USNR, Anderson, S. C. (missing in action) and Albert S. Moore, ARM3c, USNR, Fall River, Mass. (posthumously): As combat crewman during attacks on Jap forces at Wake Island and Tarawa Atoll, they greatly assisted in the destruction of hostile grounded aircraft, fuel and ammunition dumps and permanent installations at Wake and in the complete devastation of the above-ground installations at Tarawa.

★ William D. Painter, ARM2c, USN, Boulder City, Nev. (posthumously): Serving as a radioman in a torpedo bomber during an attack on a U-boat, he remained at his post despite heavy antiaircraft fire. He established communications with other planes and his carrier, thereby contributing materially to the success of his pilot's attack.

★ William E. Winter, ARM2c, USNR, Ypsilanti, Mich. (missing in action): As first radioman of a bombing plane in the South Atlantic on 2 January 1944, when his plane was summoned to the vicinity of a blockade runner, he aided in locating the vessel and carried on his duties despite relentless antiaircraft fire. Later, he guided in a relief plane, thereby contributing to the destruction of a valuable enemy ship. His craft and its crew plunged into the sea because of engine trouble suffered in the encounter.

★ William B. Gerrity, ARM3c, USN, Dunnellen, N. J. (posthumously): As radioman of a torpedo bomber during an attack on Truk Island on 16 February 1944, he rendered invaluable assistance to his pilot in the face of severe antiaircraft fire and, although mortally wounded, remained at his post until bombs had been released on the target.

★ Dwight E. Nash, AMM3c, USNR, Decherd, Tenn. (posthumously): As a crewman aboard a bomber, he steadfastly manned his station when a U-boat was sighted in the Bay of Biscay and rendered valuable assistance to his pilot during the subsequent determined and effective attack upon the enemy vessel.



Official U. S. Navy Photograph

FIRST WAVE to receive a military decoration is Lieut. Elizabeth Reynard, USNR, of New York City, who was presented with a Commendation Ribbon recently by Vice Admiral Randall Jacobs, USN, the Chief of Naval Personnel. She was cited for her work at the U. S. Naval Training School (WR), The Bronx, N. Y., where she has served during the training of nearly 50,000 enlisted women.

Bombing Squadron 104 Wins Presidential Citation

For outstanding work in reconnaissance and search missions in the South Pacific, Bombing Squadron 104 has been awarded the Presidential Unit Citation. Known as the "Buccaneers," the squadron utilized to the full the potentialities of the PB4Y and initiated the hazardous masthead height bombing attacks to insure direct hits on the targets. Planes from the squadron patroled approximately 125,000 miles daily, regardless of weather, and inflicted substantial damage on Japanese ships and installations.



Mainsheet (NTC, Bainbridge, Md.)

LETTERS
TO THE EDITOR

(Continued from Page 36)

that of rear admiral on the active list. They are George Dewey, Admiral of the Navy, and David Glasgow Farragut and David Dixon Porter, Admirals, all deceased. Officers of the active list presently serving in the rank of admiral hold that rank temporarily. There are a number of officers of the retired list who, upon or subsequent to transfer to the retired list, were assigned the permanent rank of admiral, and some of these admirals of the retired list are presently on active duty (see INFORMATION BULLETIN, April 1944, p. 36).—ED.

PURPLE HEART

SIR: Am I eligible for the Purple Heart? I was stationed on an island in the South Pacific and, while I was working in a party chopping down coconut trees to build a pier, a tree fell on me and crushed my leg. As a result, it had to be amputated.—J.T.S., S1c.

• *The Purple Heart is awarded to men whose wounds are a direct result of enemy action; you would not be eligible, since your injury and loss of a limb were the result of an accident.*—ED.

SEA AND SHORE DUTY

SIR: I have been advised from the States that men over 38 or 45 who have served eight months overseas have the privilege of requesting transfer to the U. S. To what extent, if any, is this true? —L.H.S., CBM.

• *Your information must come from scuttlebutt. The age of men in itself is not a determining factor in return from the fleet or from advance bases to shore duty in the U. S. For information on the Navy's program for interchanging enlisted men between shore and sea—or advance bases —see* INFORMATION BULLETIN, *Feb. 1944, p. 68.*—ED.

FOR CIVILIAN SERVICE

SIR: Has any medal or ribbon been authorized to cover service of civilian technicians on naval base construction in the United Kingdom and elsewhere in the war zone prior to 7 Dec. 1941?—A.J.G., CCM, USNR.

• *No.*—ED.

GUADALCANAL AWARDS

SIR: Please tell me which ribbons and stars naval personnel rate for services at Guadalcanal continuously from August through December 1942 with units attached to or serving with the 1st Marine Division (reinforced).—J.G.W., Lt. (jg), USNR.

• *The Presidential Unit Citation ribbon with one blue enameled star may be worn by personnel of units attached to or serving with the 1st Marine Division (reinforced) and subjected to combat in the zone of Tulagi-Guadalcanal, 7 Aug. to 9 Dec. 1942. They also are eligible for the Asiatic-Pacific Campaign Ribbon. One engagement star may be worn with it for participation in the Guadalcanal-Tulagi landings, 7-9 Aug. 1942, and another by those participating in the capture and defense of Guadalcanal, 10 Aug. 1942 to 8 Feb. 1943. For further information, see* INFORMATION BULLETIN, *March 1944, p. 66.*—ED.

REENLISTMENT ALLOWANCE

SIR: I am a regular Navy man now in N.R.O.T.C. I enlisted for a minority cruise in 1941. My enlistment will expire this November, and I wish to extend for two years. Will I be entitled to shipping-over money and travel allowance even though in N.R.O.T.C.?—C.R., AS, USN.

• *Yes. A regular Navy enlisted man is entitled to travel and reenlistment allowances upon discharge and immediate reenlistment.*—ED.

REENLISTMENT

SIR: Enlistments of all men of the regular Navy and Marine Corps have been extended for the duration and six months thereafter. If a man doesn't ship over at the end of his regular enlistment out here in the Pacific, does he have to reenlist upon arrival in the States, or will he be given any time to go home? I want to stay in the regular Navy, but I don't want to ship over here before seeing my family.—R. A. G., CK1c, USN.

• *In time of war, discharge is granted upon expiration of enlistment only for the purpose of immediate reenlistment, wherever you are. Thus, there would be no break in the continuity of your service and no time between enlistments for a visit home. However, it is customary to grant leave to men when they return to the United States, if the exigencies of the service permit.*—ED.

NO "PLOTTING YEOMAN"

SIR: Is there a specialist rating of "plotting yeoman"? We heard at one time that such a rate was to be established.—E.J.R., Y2c, and C.H.D., Y2c.

• *There is no such rating, nor is one contemplated.*—ED.

DOUBLE BONUS REPEALED

SIR: The World Almanac and Book of Facts for 1942 published by The New York World-Telegram printed the following: "Bonuses paid to sailors and noncommissioned officers of the Navy for reenlistment are doubled under a new law. Heretofore, petty officers have received reenlistment bonuses of $50 for each year of service, with a limit of $300. Enlisted men's bonuses were $25 for each year served, with a limit of $150." In April 1944 I reenlisted as first class and received $50 for each year of my previous enlistment. Does the Navy still owe me money?"—R. J. M., AMM1c, USN.

• *No. The double enlistment allowance, originally authorized by Act of Congress of 18 Aug. 1941, was repealed by a subsequent act of 16 June 1942.*—ED.

WARRANT INSIGNIA

SIR: What insignia should a warrant officer wear on his overseas cap? Some wear the fouled anchor on one side and corps device on the other, some the corps device on both sides.—C. H. E., Sh.Clk, USN.

• *Warrant officers wear the corps device on both sides of the garrison cap (Unif. Regs.) Art 1-20[d].*—ED.

USN AND USNR

SIR: I was inducted into the Seabees last summer and classified AS-(CB)-USN (I)-SA. (1) What is the difference between V-6 and USN(I)? (2) Are we in the Naval Reserve, and if so, in what category? (3) SA stands for special assignment but what does it imply—are we just assigned to the Navy, but really not a part of it (4) Does SA bar me from V-7?—R. M. H., S2c.

• *(1) V-6 is composed of voluntary enlistees of the Naval Reserve, USN(I) of inductees accepted for naval service. (2) No, you are in the regular Navy. (3) SA is the designation for men of substandard vision or hearing inducted into the Navy. You are part of the Navy. (4) Not if you can meet the physical (and other) requirements.*—ED.

TRANSFER OF SAs

SIR: I am in the Seabees and, because of a deficiency in eyesight, an SA man. (1) Is there a way to transfer as SA into the general service? (2) (Am I eligible for V-12? I meet all requirements other than eyesight, which is correctible by glasses to 20/20.—A.G., S2c.

• (1) *In accordance with a recent directive, effective upon receipt of revised complements from BuPers, it was directed that all seamen in Construction Battalions be changed to general service classification. (2) The vision requirement for V-12 is 18/20 correctible to 20/20, and this is not being waived.*—ED.

PROMOTION TO CPO

SIR: I am on a small diesel-driven ship whose complement does not call for a CMoMM. I have all the qualifications and was going to be advanced when the new rule preventing advancements in excess of complement was established. Is there any possible way by which I may now make CMoMM?—R. A. F., MoMM1c.

• *You can be advanced to CMoMM only to fill a vacancy in complement.*—ED.

OBSCURE ORIGIN

SIR: Just for fun, I'll bet the answer to Question 3 of "What's Your Naval I.Q.?" in the March 1944 INFORMATION BULLETIN is wrong in part. I believe the first five U. S. naval vessels commissioned by Congress were: (1) commissioned in 1775, not 1755; (2) as listed (the *Alfred, Columbus, Cortez, Andrea Doria* and *Providence)* except the *Cortez.* I believe it was the *Cabot.* My interest was aroused because I spent spare time a couple of winters building a 10-inch scale model of the 10-gun brig *Cabot.*—A. W. E., Jr., Lt., USNR.

• *We're glad you're betting just for fun, since you are right on both the date and the* Cabot. *Having gone deeper into the matter, however, we now aren't sure about the* Providence. *Authentic sources say only that the Marine Committee (or Naval Committee) of the Continental Congress purchased the* Alfred *and* Columbus *on 13 Oct. 1775 and the* Cabot *and* Andrea Doria *on 30 Oct 1775, and that four smaller vessels, the* Providence, Hornet, Wasp *and* Fly, *had been added to the fleet by January 1776.*—ED.

CHANGE IN RATING

SIR: I enlisted as Y2c, V-6, USNR, 9 Feb. 1942. After four months, my rate was changed to Sp(I)2c. I have been a CSp(I) since 1 Oct. 1943. Since my enlistment, I have served ashore in continental U. S. Would it be possible for me to be reassigned to yeoman duty at sea and retain my rate long enough to meet the sea duty requirements of CY(AA), or to attend a service school to qualify in the same pay grade for a general service rate?—E. P. O'T., CSp(I), USNR.

• *Consideration would be given to an individual request submitted via official channels for change of rate to CY(AA) and assignment to sea duty provided you are fully qualified for CY. If not fully qualified, it is highly improbable that authority would be given for change of rate.*—ED.

CAVALRY SALUTE

SIR: Your Jan. 1944 article, "The Salute," states in the answer to Question No. 17 that an Army officer does not salute with the left hand. Perhaps this holds true for the infantryman, but not for the cavalryman, according to my understanding.

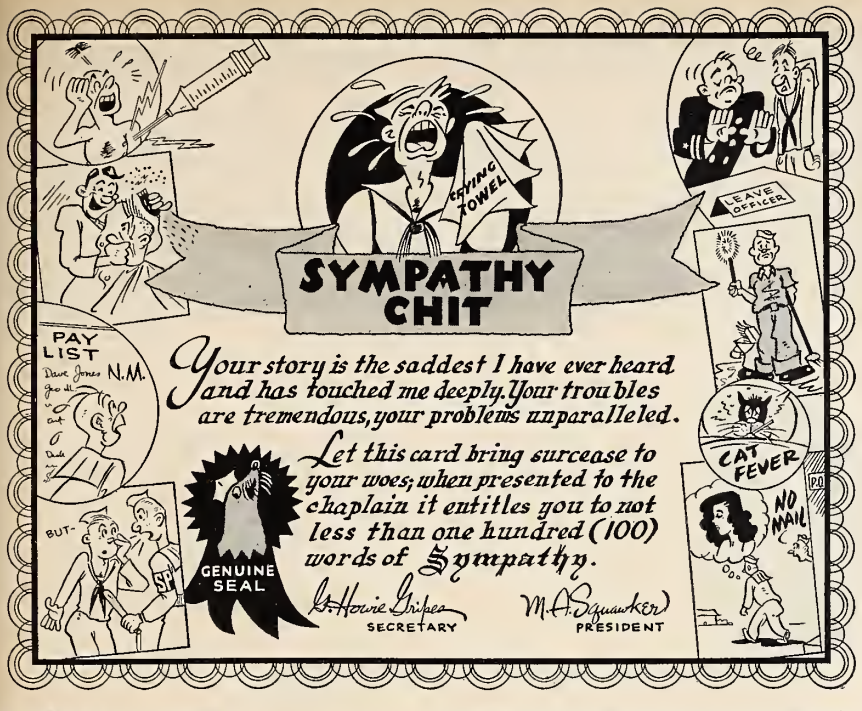
I believe a platoon sergeant must dismount when he reports to his platoon commander, holding the reins of his horse in his right hand and using the left hand to salute, and that this also is the case with a mounted orderly preparing to address a dismounted officer, and a mounted junior officer reporting to his senior.—C. M. J. VON Z., Lt., USNR.

• *Headquarters of the Army Ground Forces (Requirements Section, Cavalry) says a cavalryman, like other Army personnel, salutes with the right hand under all circumstances. When mounted, he holds the reins in his left hand and salutes with the right. On dismounting, he may place the reins over his right shoulder, leaving enough freedom of arm movement to salute with the right hand; or he may still hold the reins in the left hand and salute with the right. These rules are contained in Army Field Manual 25-5 (Animal Transportation) and the Army Cavalry Drill Regulations Manual.* —ED.

MEDALS AND WINGS

SIR: I am attached to a shore station in continental U. S., but for over 10 months have made regular flights in patrol airships beyond the three-mile limit as a relief crew member. Am I and men in similar situations entitled to: (1) American area ribbon; (2) air crew insignia; (3) extra mustering-out pay for those who serve outside continental U. S.? —R.K.M., AMM2c, USNR.

• *(1) Yes—for those with 30 days or more permanent duty at a shore station and participating in regularly authorized flights to sea. (2) BuPers Circ. Ltr. 173-43 (N.D.B., cum. ed., 43-1405) authorizes air crew insignia for men who have served, subsequent to 7 Dec. 1941, for a total period of at least three months as a regularly assigned member of the air crew of combatant aircraft of the fleet or sea frontier forces. See the letter for further details and get additional information from your CO. (3) Yes, for service outside the three-mile limit.*—ED.



SYMPATHY CHITS

SIR: In your April 1944 issue, page 31, you reproduced the text of a sympathy chit which the chaplain handed a seaman who had a sad story. I was always under the impression that the real sympathy chit is one entitling a man to see the chaplain. Incidentally if I am right would you reproduce the latter sympathy chit.—B.O.L., S2c, USN, who has often needed a sympathy chit.

• *We were right and you are right. There are two different sympathy chits: one for use by the chaplain and one for the laity. The laity chit has been subject to the vicissitudes of the years and exists in a variety of forms. Reproduced herewith is a sympathy chit which we have drawn up special for the occasion.*—ED.

CORRESPONDENCE COURSES

SIR: Is there any way I could get two semesters of college credit by correspondence in order to qualify for the Navy's V-7 program? At present, I have 30 semester hours of credit, including three semesters of mathematics. Or would my previous sea duty of slightly over four years or my CO's recommendation make a waiver possible?—N.F.P., CSK, USN.

• *You could secure further college training through the correspondence courses of the Armed Forces Institute, but it would be difficult to earn a total of two semesters of credit in that manner. Information concerning an individual case can be secured from the Assistant Commandant, U. S. A. F. I., Madison, Wis. Since the educational qualifications for V-7 are not waived, your sea duty or your CO's recommendation would not qualify you.*—ED.

EDUCATION

SIR: At present, I am on active duty in the regulars on a six-year cruise. Due to the fact that I was called into service as a reservist from school, am I prevented from taking officer training? I had completed only 11 years of schooling when I was called.—R.B.W., WT2c.

• *You fail to meet the educational requirements for V-12, V-5 or V-7. Your commanding officer, if he deems you qualified, may recommend you for warrant or commissioned rank if you become a petty officer first class. However, because your education was interrupted by the war, you will be eligible for the post-war educational benefits of the "G.I. Bill of Rights." For details, see* INFORMATION BULLETIN, *July 1944, p. 24.*—ED.

AMERICAN THEATER RIBBON

SIR: In your June 1944 issue, p. 64, in answer to a letter on requirements for the American Theater Ribbon, it was stated that the requirements are 30 days of accumulated permanent duty or 30 consecutive days of temporary additional duty. General Order No. 194, 4 June 1943, paragraph 3 (h), does not appear to require specifically that this 30 days on temporary duty be consecutive. What is the word?—P.M.S. Lt. Cdr., USNR.

• *The correct interpretation of 3(h) is that the 30 days of temporary additional duty be consecutive.*—ED.

DIVER TRAINING

SIR: What authority can my personnel officer use to transfer me to diver training under the salvage unit program? When inducted in January 1944, I requested the Seabees or Ship Repair Unit but was assigned to general duty. At my classification interview at Great Lakes, I was advised to strike for a diver's rate. However, I was transferred to this air station and at present am considered an aviation metalsmith striker. Before entering the service, I was a welder for seven years.—N.A.S., S2c, USNR.

• *No authority, such as a directive, is involved. You may submit a request to BuPers through official channels, asking transfer to salvage duty. However, in view of your AM training and the fact you have had no considerable salvage experience, your request probably would be disapproved.*—ED.

PROFESSIONAL EXAMINATION

SIR: Under current instructions for temporary appointment of enlisted men of the Naval Reserve to warrant and comissioned ranks, is there any requirement that the candidate take a professional examination?—C.R.H., Y1c, USNR.

• *See BuPers Circ. Ltr. 152-43 (N.D.B., cum. ed., 43-1326) for bureau policy and requirements for temporary appointment in the Naval Reserve.*—ED.

NO SAIs IN CBs

SIR: I am a typewriter mechanic by trade and am repairing typewriters in the Navy, although my rating is storekeeper. Is there a specialist rating in the Seabees for a typewriter repairman?—E.P.R., SK2c.

• *No. The general service rating of SAI (special artificer, instruments), with the designator TR for men of that rating qualified as typewriter repairmen, is not open to CB personnel.*—ED.

GOOD CONDUCT RIBBON

SIR: In the INFORMATION BULLETIN, April 1944, p. 46, you state that a regular Navy man is entitled to wear the Good Conduct Ribbon after a three-year period. Article A-1046(1)(d) of BuPers Manual, 1944 revision, states: ". . . In a 6-year enlistment, for first 3 years and also for remaining period of the enlistment, provided enlistment terminates with an honorable discharge." I believe a regular Navy man on a 6-year enlistment first must receive or be entitled to an honorable discharge before he is entitled to wear the Good Conduct Ribbon, in which case he will be entitled to wear it upon completion of 6 years' service and not before.—R. G. C., CY, USN.

• *You quote the manual correctly, but your conclusion is incorrect, according to BuPers' interpretation and practice. A regular serving a 6-year enlistment may receive the ribbon for his first three years. Also he may earn it for his last three years, but only, as indicated, if his enlistment is terminated with honorable discharge. In event of a dishonorable discharge at end of enlistment, there would of course be no chance of a Good Conduct Award for the last three years, but under such circumstances, the man still would be allowed to keep the award he had received for the first three years.*—ED.

SIR: In 1943 I was attached to a naval air station for two weeks. I was not on report nor in any trouble of any kind; yet service record bears a 3.7 mark for conduct at that base. Does that render me ineligible for the Good Conduct Ribbon?—E. L. McD., CSp(A).

• *Yes. The conduct requirement for the ribbon is 4.0; any mark below that is disqualifying. However, effective 30 Nov. 1943, BuPers Manual, Art. D-8019, Paragraph 7, was changed to provide that a mark of less than 4.0 in conduct must be explained by an entry on page 9 of the service record. Prior to 30 Nov. 1943, such an entry was not required. Therefore, if the service you refer to occurred on or after 30 Nov. 1943, it is your privilege to write BuPers, via official channels, to ask that either an entry be made to account for the 3.7 mark or that you be given 4.0 on the basis of a clear record.*—ED.

NAVY TO MARINES

SIR: May a naval reservist transfer to the Marine Corps Reserve?—F. L. H., S1c (ARM).

• *There is no provision of law whereby transfer from the regular Navy or Naval Reserve to other branches of the armed forces may be effected. However, it is the present practice of BuPers to grant discharge of enlisted personnel of the regular Navy and Naval Reserve for the purpose of accepting commissions in other branches of the armed forces.*—ED.

LINGUISTS AS YEOMEN

SIR: I speak, read and write six foreign languages and, though rated as a yeoman, have been serving as an interpreter ever since my enlistment in January 1942. (1) Can the requirement in shorthand be modified to permit promotion of yeomen, otherwise qualified, who don't use it in their work? (2) Has BuPers made any provision for a special rating for enlisted men qualified as linguists?—M.J.M., Y1c, USNR.

• *(1) No. The qualifications for yeoman are standard, regardless of the particular assignment of an individual. (2) No.*—ED.

TMV IS 'LEFT-ARM' RATE

SIR: Is the rating TMV (torpedoman's mate—aviation) in the seaman branch or the aviation branch? The May 1944 INFORMATION BULLETIN listed it in the latter; but if so, why are men of that rating wearing their rating badges on the right arm, where only the badges of the seamen branch are to be worn?—H. L. P., BM2c.

• *TMV is in the aviation branch, and the badge for that rating should be worn on the left arm. See Part D, Ch. 5, Sec. 2, revised, BuPers Manual, now being distributed.*—ED.

Correction

In the January 1944 issue of the INFORMATION BULLETIN, it was indicated that an officer salutes an enlisted man when awarding him a decoration or citation (pages 18, 49). While no specific regulations can be found, the practice is that an enlisted man after receiving an award steps back and salutes the officer and the officer returns the salute.

Casualties

(Continued from Page 15)

And another:

"Dear Sirs:

"I have received the document signed by the President which you sent me concerning the death of my son. I am very proud of this and sincerely thank you for it."

The story of the USS *Helena*, now known throughout the Navy and the world, was a tragic tale to the personnel whose duty it was to inform the next kin of casualties that their men in service had been killed, were missing or had been wounded in action when our "fightingest" cruiser went down gloriously, early in the morning of 6 July 1943.

The morning after that hell-roaring battle, 166 of the *Helena's* company found themselves swimming alone, or in small groups, on a lonely, hostile sea. Most of them reached Vella Lavella after a day and a night. They were rescued 10 days later, following one of the most amazing feats of navigation in all history, by a United States destroyer task unit.

When the 166 *Helena* survivors had been landed on Guadalcanal there began the long but pleasant task of sending via Navy communications the names of the men who had lived to fight the foe again.

* * *

Those interested in a list of references dealing with information concerning casualties are referred to:

U. S. Navy Regulations, 1920: Articles 908, 1144, 1513, 1841 and 1843.

BuPers Manual: C-1001, C-1003, C-7002 and H-1905.

Circular Letters: 153-41, 104-43, 150-43, 31-44, 131-44, 160-44 and 474-44.

Alnavs: 13-42, 162-42, 258-42, 105-43, 150-43 and 26-44.

How Did It Start?

Despite tradition, the three white stripes on the collar of the enlisted man's uniform do not commemorate Admiral Nelson's three victories. Best history has it that the three stripes were authorized by the British Admiralty in 1857 simply for decorative effect since, prior to that time, enlisted men had been decorating their collars with all sorts of white designs. The U. S. Navy picked up the idea from the British. (*If you have a different version, send it along to the editor.*)



Yeoman Gets College Degree by Completing Studies Through Correspondence Courses Arranged by Navy

Laurence W. Soule, 35, Y1c, USNR, recently became the first person in the naval service to receive a college degree by completing his studies through correspondence courses arranged by the Educational Services Section of BuPers.

Soule, whose home is in Palermo, Me., is on duty in BuPers in Washington, D. C. He received the degree of Bachelor of Science from the University of Maine, Orono, Me. When he enlisted in the Naval Reserve on 12 Mar. 1942, he lacked 15 hours of credit toward his degree. In January of this year he began a schedule of 12 credit hours of study by correspondence from the University of Maine, arranged through the Educational Services Section. He also undertook additional studies at George Washington University, Washington, D. C.



Laurence Soule

Through the United States Armed Forces Institute, service personnel stationed in this country are permitted to take only one subject at a time. (Personnel outside continental limits may take two courses at a time.) Soule did this and in quick succession completed courses in history of education, tests and measurements, educational psychology, public finance and high school curriculum.

Before entering the Navy, Soule was head of the bookkeeping department and an athletic coach at Cony High School, Augusta, Me.

* * *

The Educational Services Section, only a year and a half old, is carrying on an extensive voluntary educational program all over the world. During the past year over 120,000 persons in the Navy have enrolled in group classes in a wide variety of subjects organized by Educational Services officers. Over 70,000 have enrolled for correspondence courses through the Armed Forces Institute.

Three different types of organized study are provided: (1) Group classes—enrollment free and all instructional materials generally provided; (2) Institute courses—requiring a fee of $2, although upon mantenance of a satisfactory record, additional courses can be taken without charge; (3) correspondence courses from 83 colleges and universities cooperating with the Institute, the enrollee paying half the fee, the Government paying the other half up to $20.

Information concerning any phase of this educational program may be obtained from Educational Services and education officers, chaplains, librarians and commanding officers. (See also back cover, this issue of the INFORMATION BULLETIN.)

Through this program almost every type of course is available to personnel in the Navy. The USAFI lists many hundred. There is even an off-duty acrobatics class, in case you are interested.

Answers to Quiz on Page 26

1. (b).

2. Ladrone or Ladrones. (The word means "robbers" in Spanish; the islands were so named by Magellan, who discovered them in 1521, because of the thieving propensities of the inhabitants.)

3. (a) Coiled flat on the deck, each fake outside of the other beginning in the middle and all close together; (b) coiled so that each fake overlaps the next one underneath.

4. On the right side. (All other officers authorized to wear aiguillettes wear them on the left side.)

5. Gong, bell, whistle and horn (trumpet).

6. (1) Atoll in Marshall Islands; (2) Island in Kuril Islands; (3) Island and in the Bonin Islands; (4) Island in the Kuril Islands; (5) Island in the Pacific near the Equator, 167 degrees East Longitude.

7. True.

8. Gangway ladder.

9. Noemfoor. (Noemfoor to Manila, 1407 nautical miles; Saipan to Manila, 1576 nautical miles.

10. (a).

11. Two square flags, red with black centers, one above the other, displayed by day; or two red lanterns, with a white latern between, displayed by night.

12. True.

13. (2).

14. Vice Chief of Naval Operations.

15. (1) 28 to 33 knots; (2) 34 to 40 knots; (3) 41 to 47 knots; (4) 48 to 55 knots.

16. Surveying ships.

17. Silas Deane, John Adams and John Langdon. (The Continental Congress, in October 1775, appointed the three men as a committee with the power to outfit two warships for service against the British.)

18. Two, (b) and (c)—they refer to the frayed, untidy or untwisted end of a rope.

19. (a).

20. (c).

BuPers
POSTING MATTERS OF PARTICULAR INTEREST AND IMPORTANCE TO NAVAL PERSONNEL
BULLETIN BOARD

HOW AND WHEN YOU MAY VOTE (IX)

The new Servicemen's Voting Law (Public Law 277—78th Congress) provides that *"there shall be delivered"* to each eligible person a postcard (USWBC Form No. 1) not later than 15 August outside the United States, and not later than 15 September inside the United States.

The Navy Department defines an eligible person as any citizen who is a member of the armed forces of the United States, the merchant marine or of the American Red Cross, the Society of Friends, the Woman Auxiliary Service Pilots or the United Service Organization if attached to and serving with the armed forces and who will be 21 years old on 7 Nov. 1944 (18 for citizens of Georgia). Inasmuch as the state is the sole judge as to eligibility, all doubts should be resolved in favor of delivering postcards.

The following instructions concerning the delivery of such postcards have been issued by the Secretary of the Navy (Circular Letter dated 23 May 1944):

"In general. Postcards should be distributed, if practicable, at muster or when the entire command (including attached civilians) is present. A roster, in duplicate (including attached civilians) should be employed in order to provide a record of the distribution. An appropriate notation should be made opposite the name of each eligible person to whom a card is delivered. A distinguishing notation should also be made opposite the name of each ineligible person. Those not present at the time and place of distribution, either because of change of station, leave, sickness, confinement for disciplinary reasons, or other causes, should be provided with postcards at the earliest opportunity and an entry should be made on the roster.

"Outside the United States. Postcards should be distributed outside the United States at such time prior to 15 August as will most likely insure their receipt in the several states on or about 20 August. Factors, such as pending military operations within the knowledge of the appropriate commanding officer, will govern in the determination of that time. Premature delivery is to be avoided as it will increase the possibility of a change in the service address of the individual occurring between the mailing of the postcard and the receipt of the state ballot.

"Inside the United States. Postcards should be distributed inside the United States on or about 20 August."

In compliance with these instructions, the voting officer of each unit of the Navy, Marine Corps and Coast Guard will distribute to the personnel attached to his unit the postcard, a reproduction of which appears with this article. This postcard is accepted by 47 of the 48 states as a valid application for a state absentee ballot. It is not so accepted in South Carolina.

Therefore, in the event that a serviceman who will be of voting age as of 7 November is not delivered the postcard (USWBC Form No. 1) by the dates indicated above, he should immediately notify the voting officer of his unit to that effect. A voting officer, so notified, shall promptly furnish him with the postcard.

* * *

Seven states and the Territory of Hawaii will hold their primaries between 15 August and 7 October, inclusive. One state, Maine, will hold its general election on 11 September for all state and local officials as well as for representatives in Congress. The Territory of Alaska will hold its general election on 12 September.

The following has been prepared to stress certain procedures common to

IF YOU LIVE IN ANY OF THE STATES OR TERRITORIES LISTED THIS INFORMATION ON VOTING IS OF INTEREST TO YOU

State or Territory	Primary date or Election date	Earliest date State will receive serviceman's application for regular state absentee ballot covering all offices to be voted on	Latest date application for ballot will be received	Date on or before which executed ballot must be received back in order to be counted
Alaska[1]	12 Sept.	3 Aug.	9 Sept.	9 Sept.
Colorado	12 Sept.	21 Aug.	No time limit	9 Sept.
Hawaii	7 Oct.	No provision for absentee servicemen voting.		
*Louisiana	12 Sept. 17 Oct.	At any time At any time	No time limit No time limit	11 Sept. 16 Oct.
Maine[2]	11 Sept.	At any time	No time limit	11 Sept.
Nevada	5 Sept.	At any time	2 Sept.	5 Sept.
*South Carolina	25 July 22 Aug.	At any time At any time	No time limit No time limit	25 July 22 Aug.
*Texas	22 July 26 Aug.	At any time At any time	19 July 23 Aug.	19 July 23 Aug.
Utah	11 July 15 Aug.	At any time At any time	6 July 10 July	11 July 15 Aug.
Wisconsin	15 Aug.	At any time	No time limit	15 Aug.

[1]On 12 September, Territory of Alaska will hold its territorial election.

[2]On 11 September, Maine will hold general election for representatives in Congress and state and local offices.

*Serviceman must take special steps, other than mailing postcard (USWBC No. 1) and executing state absentee ballot in order to be registered for voting. See comments on individual states on next page.

all states and to point out provisions of state law of particular states. The following five points are emphasized:

1. The serviceman applying for a primary ballot must state his party affiliation.

2. The serviceman should print or type his name, service number and address under his signature on the postcard application.

3. The serviceman, upon receiving his absentee ballot, should execute it in accordance with instructions accompanying it and return it at once.

4. No commissioned, warrant, noncommissioned or petty officer should attempt to influence any member of the armed forces to vote or not to vote for any particular candidate.

5. In the event that the voting officer by reference to the Navy Voting Manual is unable to provide a satisfactory answer to a question of a serviceman as to his eligibility to obtain a complete state ballot, such question should be immediately referred by the serviceman to the secretary of state of the state of his residence. In this situation a postcard should nevertheless be delivered to the serviceman.

20 States Authorize Use of Federal Ballot

Following is the text of Alnav No. 135, issued on 18 July 1944:

Voting by Federal ballot under Public Law 277-78th Congress (Servicemen's Voting Law): Pursuant to the provisions of Title 3, Section 302, of Public Law 277-78th Congress, the governors of the 48 states have made the required certifications. The governors of the following 20 states have certified that the laws of their respective states authorize voting in the November general election by Federal ballot: California, Connecticut, Florida (Florida authorizes use of Federal ballot only by members of armed forces, women air service pilots and merchant marine), Georgia (Georgia authorizes use of Federal ballot only by members of armed forces), Maine, Maryland, Massachusetts, Michigan, Nebraska, New Hampshire, New Jersey, New Mexico, North Carolina, Oklahoma, Oregon, Rhode Island, Texas, Utah, Vermont, Washington.

Members of the armed forces, "attached civilians" and "members of the merchant marine" outside the United States, who are of voting age and who are citizens of the foregoing states, may be furnished the Federal ballot if they will make oath that they applied for state absentee ballots before 1 Sept. 1944 and did not receive them by 1 Oct. 1944.

The Federal ballot must not be furnished to citizens of the foregoing states inside the United States.

The governors of the 28 states not included above have certified that the laws of their respective states do not authorize voting in the November 1944 general election by Federal ballot. The Federal ballot must not be furnished to citizens of these 28 states, inside or outside the United States.

COMMENTS

ALASKA holds its territorial election on 12 September. No further election is held in November. The postcard which is available from the commanding officer will be honored. No further steps are necessary to effect registration.

COLORADO holds its primaries on 12 September. Servicemen may use postcard application available from commanding officer. Previous registration is not required.

HAWAII has no provision for absentee voting for servicemen. Voter must appear in person in his home precinct or at a polling place, within the territory, designated by the Governor.

LOUISIANA permits servicemen to apply for state absentee ballot by mailing the postcard available from commanding officer. One application is sufficient for both the first and second primaries. The laws of Louisiana affecting these primaries require personal appearance by a prospective voter before proper registration officials within the state in order to effect registration.

MAINE holds its state election on 11 September. At this election voting will be for representatives in Congress and state and local officials. The postcard, which is available from the commanding officer, will be honored both as an application for a ballot and for registration. Voting for President and Vice President will take place at the general election to be held on 7 November. One application is sufficient for both elections.

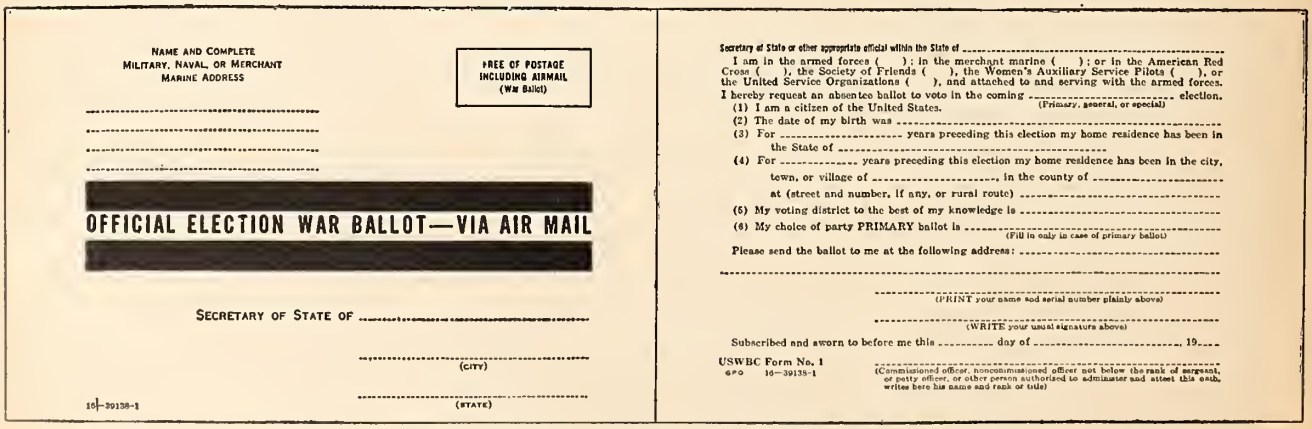
NEVADA holds its primaries on 5 September. The postcard application available from the commanding officer will be honored. No registration is required.

SOUTH CAROLINA held its first primary on 25 July and will hold its second primary on 22 August. Servicemen may request a primary ballot, if enrolled prior to 27 June with local party club.

TEXAS holds its first primary on 22 July and its run-off primaries on 26 August. The postcard application which is available from the commanding officer will be honored. If the serviceman applicant states on his postcard application that he desires it treated as an application for both the first and the run-off primaries, it will be treated as a valid application for both primaries. The previous payment of a poll tax is required by the state laws affecting these primaries. Therefore, the postcard application must be accompanied by either a poll tax receipt or an affidavit of its loss. Previous registration is not required.

UTAH holds its first primaries on 11 July and its run-off primaries on 15 August. The postcard application which is available from the commanding officer will be honored. One such postcard application will be treated as an application for both first and the run-off primaries.

WISCONSIN holds its primaries on 15 August. The postcard application which is available from the commanding officer will be honored. Registration will be effected by receipt of the postcard by the clerk of the city, village or town of the residence of the serviceman applicant, or by necessary information being given to such clerk by any interested party.



NAME AND COMPLETE MILITARY, NAVAL, OR MERCHANT MARINE ADDRESS

FREE OF POSTAGE INCLUDING AIRMAIL (War Ballot)

OFFICIAL ELECTION WAR BALLOT—VIA AIR MAIL

SECRETARY OF STATE OF .....

(CITY)

(STATE)

16—39138-1

Secretary of State or other appropriate official within the State of .....

I am in the armed forces ( ); in the merchant marine ( ); or in the American Red Cross ( ), the Society of Friends ( ), the Women's Auxiliary Service Pilots ( ), or the United Service Organizations ( ), and attached to and serving with the armed forces.

I hereby request an absentee ballot to vote in the coming ..... election.
(Primary, general, or special)

(1) I am a citizen of the United States.

(2) The date of my birth was .....

(3) For ..... years preceding this election my home residence has been in the State of .....

(4) For ..... years preceding this election my home residence has been in the city, town, or village of ....., in the county of .....

at (street and number, if any, or rural route) .....

(5) My voting district to the best of my knowledge is .....

(6) My choice of party PRIMARY ballot is .....
(Fill in only in case of primary ballot)

Please send the ballot to me at the following address: .....

.....

(PRINT your name and serial number plainly above)

(WRITE your usual signature above)

Subscribed and sworn to before me this ..... day of ....., 19....

USWBC Form No. 1
GPO 16—39138-1

(Commissioned officer, noncommissioned officer not below the rank of sergeant, or petty officer, or other person authorized to administer and attest this oath, writes here his name and rank or title)

Official postcard application (USWBC Form No. 1) for absentee ballot. The address side (left) is printed in red.

BuPers BULLETIN BOARD

Emergency Message Aid Offered Families Of Shore Based Personnel Outside U. S.

Naval personnel stationed at shore bases outside the United States proper are urged to inform their families of the emergency message service now offered by the American Red Cross. It is suggested that news of this service be sent home to families now, so that they will have it available should the need for it ever arise.

When a family wishes to communicate to a Navy man the news of a sudden emergency at home, such as death or serious illness, the Red Cross will undertake to provide, wherever possible, for personal delivery of the message by the nearest Red Cross field director. News of a birth in the family may also be transmitted when commercial facilities for sending the message are not available to the family or when the birth of a child is complicated by the serious illness or death of the mother or child.

Men attached to ships, or on duty at stations within the United States, are not covered by this service, but personnel at stations within the United States are provided for by full Field Director Service Coverage and in these cases it is therefore only a matter of communication from Chapter to field director.

The procedure for shore-based personnel outside the United States is for the family to contact its local chapter of the Red Cross and inform them of the emergency at home concerning which they wish to advise the serviceman. The family should be prepared to furnish the Red Cross with the man's full name, his rank or rating, his service or file number and his complete naval address.

The chapter will obtain full details of the emergency, and national headquarters will forward this immediately where practicable to the Red Cross field director nearest the man's overseas base. Wherever possible, the message will then be delivered in person by the field director. In cases where the man is not accessible to a field director, the services of a chaplain or other officer at the base may sometimes be used to provide for personal delivery of the message.

The Red Cross has at its disposal every possible means of communication. It may use commercial cables, commercial radio, Army radio service, naval communication service or V-mail. The Navy Department will continue to transmit messages of death or serious illness in the immediate family, but can only do so via the naval communication service, and then only when communication facilities are not overloaded with official communications.

It is entirely possible that communications in extreme cases may be paralleled through two or more of the channels—the Red Cross, the Navy Department or V-mail.

But whatever means of communication is used—whether by V-mail direct from the family, by the Red Cross, or by the Navy Department—the advice on page 67 of the INFORMATION BULLETIN for July 1944 should be heeded: families of all naval personnel should communicate with them fully by V-Mail when they have news of illness or death to impart.

The Red Cross service is not intended to conflict in any way with that advice. What it does provide is personal delivery of the message by a field director who has full information, who can offer his services to the man and who can also provide assurance that the man will later receive written communication from his family concerning the matter.

The service is a two-way one in that naval personnel at overseas bases may also request Red Cross field directors to obtain information concerning their families if they have reason to believe there has been an emergency at home. This will sometimes occur when a man hears indirectly, perhaps through letters received by his friends, of some crisis occurring at home concerning which he has had no information himself.

While the Red Cross is unable to guarantee delivery in every case, as there may occasionally be a locality where radio facilities are unavailable to it or where field directors are unable to contact the naval personnel involved, the service will cover most shore-based personnel of the Navy outside U.S. limits.



"It must have been those war bonds I ate last night."

Reserve Officers Eligible To Command Joint Forces In Accordance With Rank

Navy Regulations were changed last month to make Naval Reserve officers qualified for general line duties equally eligible with those of the regular Navy, in accordance with rank, for command over joint forces composed of units commanded by both.

The change was announced by SecNav on 11 July 1944 in Alnav 130-44, superseding Alnav 36-44 under which reserve officer COs of or above the rank of commander had been made junior to commanders of the regular Navy acting as COs with or in the same forces.

The new Alnav changes Art. 150(8), Paragraph 8, Navy Regs, to read:

"For the purpose of determining who shall exercise command over forces acting in conjunction, composed of vessels commanded by officers of the Naval Reserve and vessels commanded by officers of the regular Navy, or over military units composed of forces acting in conjunction, commanded by officers of the Naval Reserve and officers of the regular Navy, Naval Reserve officers qualified for general line duties shall be eligible for command in accordance with rank, unless a specific officer shall have been ordered by higher authority to command the forces."

Individual Authorization Required for Wearing Of Commendation Ribbon

A letter of commendation addressed by SecNav or a commander-in-chief of a fleet to a particular group or unit is not an individual letter of commendation to each member attached to it, according to a decision approved by SevNav, and does not authorize the members to wear the Commendation Ribbon.

Since Alnav 11-44 requires that letters of commendation for services since 11 Jan. 1944 must contain in the text the authorization to wear the Commendation Ribbon, the decision applies specifically to letters of commendation for services rendered between 6 Dec. 1941 and 11 Jan. 1944.

For such services, the ribbon may be worn only by those named individually in letters of commendation by SecNav, Cominch, CincPac or CincLant.

The decision is announced in BuPers Circ. Ltr. 192-44 (N.D.B., 15 July 1944 44-811).

BuPers BULLETIN BOARD

U. S. Steps Up Maternity And Infant Care Program For Servicemen's Families

A half-million service men's wives and babies, it is anticipated, will be cared for in the next 12 months under the emergency maternity and infant care program for which Congress has appropriated $42,800,000, Katharine F. Lenroot, chief of the Children's Bureau, U. S. Department of Labor, said last month.

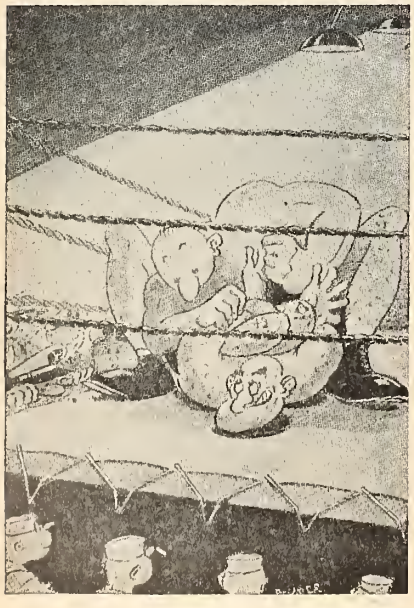
More than 40,000 cases are now being authorized monthly. Since the beginning of the program in March 1943, through May of this year, more than 355,000 mothers and babies have had this help from the Government.

The care is available to wives and infants of men in the four lowest pay grades, including aviation cadets.

The money is allotted to state health agencies by the Children's Bureau, which administers the program, to provide medical, nursing and hospital care for the service man's wife during pregnancy, childbirth, and for six weeks after childbirth, and for the infant throughout his first year of life.

The emergency maternity and infant care program is now in operation in all the states, the District of Columbia, Hawaii, Alaska and Puerto Rico, and care is available to the service man's wife and infant in whatever state they happen to be. No residence requirement is made and no inquiry is made into the financial status of the applicant.

Application blanks for this care can be obtained from a physician, the local Red Cross or from the office of the local health department. The blanks must be filled out by the wife and countersigned by the physician. The completed application forms should be sent to the health agency of the state in which the applicant is residing—not to the Navy—and inquiries should also be addressed there. Application for this aid must be completed prior to receiving hospitalization.



Hoist (NTS, San Diego, Calif.)

"Better make that a square knot, the Commander is looking."

Admiral Nimitz Urges Full Participation in Government Insurance 'Opportunity'

The following endorsement of National Service Life Insurance is quoted from a letter from Admiral Chester W. Nimitz, USN, *Commander in Chief, U. S. Pacific Fleet and Pacific Ocean Areas, to the Pacific Fleet and naval shore activities, Pacific Ocean Areas.*

The Commander in Chief is pleased to note the progress which the majority of ships and shore activities have made towards the fulfillment of the Naval Life Insurance Program. However, it is evident from reports received that there are certain units which still have a large number of personnel attached who do not carry the full $10,000 of Government life insurance. Every effort should continue to be made to encourage this group to fully participate in this most worthwhile opportunity.

Information and general assistance in connection with the Naval Life Insurance Program as well as Veterans Administration insurance forms may be obtained from the Life Insurance Section, Commander Service Force, Pacific Fleet; the District insurance officer of any naval district or from the insurance officer attached to Commander South Pacific Force.

Class V-4 Personnel to be Shifted to Yeoman V-6 Or Specialist (X) (ID)

Class V-4 of the Naval Reserve (Intelligence) has been abolished, effective immediately.

V-4 personnel who meet the requirements for yeoman prescribed by Art. D-5237, BuPers Manual, and who are physically qualified, will be changed to Yeoman V-6 in the same pay grade.

Those not qualified for yeoman or not meeting the physical requirements for V-6, or both, will be changed to Specialist (X) (ID), V-6, in the same pay grade.

No qualifications for Sp (X) (ID [Intelligence Duty]) will be published. Advancements in rating of Sp (X) (ID) personnel, to fill vacancies in complement, may be made under provisions of BuPers Circ. Ltr. 134-44 (N.D.B., 15 May 1944, 44-569), the current basic directive for advancements of enlisted personnel, except that qualifications will be determined by observation of performance of assigned duties.

For details, see BuPers Circ. Ltr. 206-44 (N.D.B., 15 July 1944, 44-824).

Adequate Supplies of Tax-Free Cigars Assured for Personnel Outside U. S.

Adequate supplies of tax-free cigars for the stock of ship's service stores outside the 48 states and the District of Columbia have been arranged by BuS&A and are available to the stores on a cash basis.

Those stores will no longer be able to obtain any cigars from manufacturers in the U. S., as a practical matter, but must buy them through naval sources, inasmuch as the manufacturers, having made a definite allocation for distribution via naval channels, will not deliver against ship's service orders.

For details, see BuPers Circ. Ltr. 203-44 (N. D. B., 15 July 1944, 44-821).



Pinfeather (NAS, Bunker Hill, Ind.)

"Leave it to him to let us know he made chief."

BuPers BULLETIN BOARD

Uniforms for Chief Cooks, Chief Stewards Now Same as for CPOs

Inclusion of the petty officer eagle and chevrons in the rating badges of chief cooks, chief stewards, cooks and stewards has been authorized in changes in Navy Uniform Regulations approved by SecNav.

Their specialty mark remains the same. Insignia of rating on the working uniform will consist of blue markings on a background to match the color of the uniform.

The changes (BuPers Circ. Ltr. 182-44, N.D.B., 30 June 1944, 44-000) provide that chief cooks and chief stewards may wear the same uniform as that of chief petty officers, except for the officer's raincoat. The cap device will be that of CPOs, the fouled anchor.

Chief cooks and chief stewards and cooks and stewards may wear the Type I and Type II raincoats as prescribed in Art. 4-23, Uniform Regs., but not the officer's raincoat approved for CPOs to avoid purchase of two raincoats in connection with rapid promotion through CPO to commissioned or warrant rank.

For cooks and stewards the uniform is now the same as that for CPOs, except that they will continue to wear the "U.S.N." cap device and the black buttons on the chin strap. Their rating insignia will conform to that of POs, with one, two or three chevrons to designate third, second or first class respectively.

Chief cooks and chief stewards and cooks and stewards also may wear the garrison cap with their respective cap devices.

During the necessary transition period, they will be permitted to wear their present uniforms and insignia until no longer serviceable.

Men in 15 CB Ratings To Be Shifted to General Service

Transfer of enlisted Construction Battalion personnel in 15 ratings from CB to general service classification, with also a change of rating for three of them, has been directed by BuPers, to be carried out as soon as revised CB complements, now being prepared, are issued by the Bureau.

The revised complements will include general service and specialist ratings as well as CB ratings.

The changes from CB to general service classification, without change of rating, are from: Bkr(CB) to Bkr, CCS(CB) to CCS, F(CB) to F, M(CB) (Coppersmith) to M, M(CB) (Sheet metal worker) to M, Ptr(CB) to Ptr, Prtr(CB) to Prtr, S(CB) to S, SC(CB) to SC, SK(CB) (General) to SK, SM(CB) to SM, Y(CB) to Y.

Changes of both classification and rating are from: MM(CB) (gas and diesel repair) to MoMM; MM(CB) (refrigerator) to MMR, and MM(CB) (shop) to MMS.

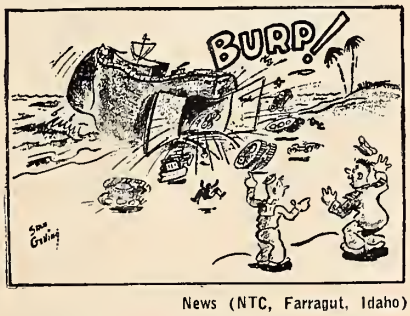
Authority for the changes is contained in a BuPers letter of 23 June 1944 (Pers-67-Bt QR/P17-2/MM) to all CB activities. In general, advancements and changes of status of enlisted Seabees are governed by the basic enlisted directive, BuPers Circ. Ltr. 134-44 (N.D.B., 15 May 1944, 44-569), except that commanding officers may waive specific qualifications for general service rates or any part of a prescribed training course which can be fulfilled or completed only by those serving afloat or who have served afloat.

Rated Seabees may be advanced only to fill vacancies in complement in CB ratings. Non-rated personnel in CB activities may be advanced to either a general service or CB rating to fill vacancies in complement.

Qualifications set forth for Seabees by the Chief of BuDocks remain effective until the new qualifications are published by BuPers.

To assure positive identification of personnel in CB ratings (but not personnel in general service ratings, even though attached to CB units), the designation "CB" is always indicated as an integral part of the rating in official correspondence, service records and transfer orders—for example, CM2c(CB). A particular specialty, such as electrician's mate (line and station), is indicated in the man's service record.

The Construction Battalion distinguishing mark will be worn by all CB personnel, including general service and specialists, while assigned to CB activities for duty.



News (NTC, Farragut, Idaho)

"They christened her with beer, Sir."

Personnel Warned About Carrying Uncensored Personal Communications

The Office of the Chief of Naval Operations has warned naval personnel and civilians under the jurisdiction of the Navy that the carrying of uncensored personal communications on the person or in baggage into or out of the U. S., without having such communications cleared, is a violation of the Navy's rules on censorship and of Federal law.

The warning cited Sec. XII, U. S. Navy Censorship Regulations, 1943, which requires submission to U. S. Customs of all forms of communication not entering or leaving the country in the regular mails, and Subsec. 3(c) of Sec. III, Trading with the Enemy Act, which states that communications must be submitted to censorship authorities on entering or leaving the U. S. Persons guilty of violation of this law are subject to a fine of $10,000, or an imprisonment up to 10 years, or both.

Revised Insurance Rules Compiled in Joint Letter

BuPers and BuS&A have issued a joint letter (N.D.B., 30 June 1944, 44-765) containing revised information and instructions concerning National Service Life Insurance, U. S. Government Life Insurance and premium-paying insurance allotments. The letter covers changes of procedure made necessary by recent legislation and regulations.

Ship's Service Only Agency Authorized to Sell Aircrew, Submarine Combat Insignia

Qualified naval personnel are authorized to purchase either the Aircrew Insignia or the Submarine Combat Insignia only from ship's service stores, and then only upon presentation of their authorization to wear the insignia.

This warning was issued by BuPers because of the fact that large quantities of the Aircrew Insignia and the Submarine Combat Insignia are being sold contrary to regulations.

These insignia are highly prized by those who have earned the right to wear them, the Bureau pointed out, and it is most undesirable that they be cheapened by being sold to anyone else or purchased from unauthorized sources.

For details, see BuPers Circ. Ltr. 197-44 (N. D. B., 15 July 1944, 44-815).

BuPers BULLETIN BOARD

1,000 From Fleets, U. S. Stations To Be Picked For Next V-12 Class

A revised directive, setting the quota of officer candidates scheduled to enter the Navy V-12 Program on 1 Nov. 1944 at approximately 1,000 enlisted men of the regular Navy and Naval Reserve and making changes in the system of selection, has been announced by BuPers.

Added to this increment of V-12 men will be those reassigned to the program from V-5 (aviation) training who left V-12 in good standing (INFORMATION BULLETIN, July, p. 69).

None of the 1,000 or the reassigned V-5 men, however, will be assigned to the pre-medical or pre-dental quotas.

The new V-12 increment was announced to the naval service through Alnav 124-44 and BuPers Circ. Ltr. No. 187-44 (N.D.B., 15 July 1944, 44), the latter canceling existing instructions covering the selection of enlisted personnel for the V-12 program.

The following V-12 quotas are established by the latest directives: to be selected by the Commander Service Force, Atlantic Fleet, Subordinate Command, 270; Commander Service Force, Pacific Fleet, Subordinate Command, 540; Chief of the Bureau of Yards and Docks (all CB personnel), 65; from all other activities, ashore and afloat, not included in the commands listed above, 350. This last quota includes such activities as Armed Guard, new construction details and special project and advance base details forming in the U. S.

The combined quotas total 1,225 men, but it is not expected that the number of V-12 trainees who will report will exceed the 1,000 over-all quota for November.

Applications for V-12 training from men from the fleets and from shore stations outside continental U. S. will be submitted to commanding officers, who will select the men best qualified for transfer to V-12. When the selections have been made, COs, when so instructed, will transfer the successful applicants to the U. S. Naval Reserve Pre-Midshipmen's School, Asbury Park, N. J., travel to commence in time to permit arrival on or about 1 Sept. 1944, if possible.

At the Pre-Midshipmen's School, commencing 1 Sept. 1944, candidates will be given academic refresher training, at the end of which a qualifying examination will be given. Men who fail during or upon completion of this training to demonstrate requisite scholastic aptitude or background to carry on in V-12, or who fall below officer standards physically, in conduct or aptitude, will not be assigned to V-12 units on 1 Nov. 1944 but will be returned to general service.

Applications from domestic shore stations will be submitted by COs to the nearest Office of Naval Officer Procurement, to arrive not later than 15 Aug. 1944. ONOPs will return promptly to each CO an appropriate number of V-12 qualifying examinations, to be administered to the applicants in accordance with accompanying instructions. After all candidates have been processed, final selections will be made by the ONOPs to fill quotas assigned by BuPers.

It is expected that final selections from U. S. shore stations will be made on or before 20 Sept. 1944. Orders assigning successful applicants to V-12 units on 1 Nov. will be issued directly by BuPers.

COs have been directed by BuPers to consider for V-12 only those applicants who apply voluntarily, understand fully that an extended period of college academic training is involved, meet all prescribed reqirements and are considered to be definitely outstanding for training as officer candidates.

Candidates, to be considered, must be on active duty, male citizens of the U. S., less than 23 years of age on 1 Nov. 1944, unmarried and agree to remain unmarried until commissioned, unless otherwise separated from the program. They must be high school graduates or have been in attendance at or accepted for admission by an accredited college or university. Their high school or college transcript must show successful completion of courses in elementary algebra and plane geometry. Additional courses in mathematics and physics are desirable.

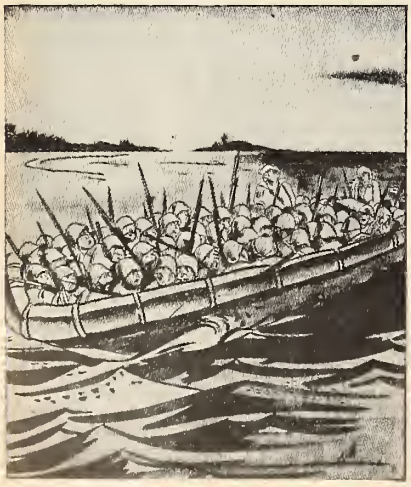
The applicants must have passed the old General Classification Test (O'Rourke) with score of 85 or higher, or the new GCT, Forms 1 and 2, with a score of 58 or higher.

The physical requirements are: height, minimum, 5 ft. 5½ in., maximum, 6 ft. 4 in.; vision, 18/20 in each eye correctible to 20/20; color perception, normal; weight, in proportion to height; teeth, 20 vital, serviceable, permanent teeth, including 4 opposed molars, 2 of which are directly opposed on each side of dental arch, and 4 directly opposed incisors.

Men who have previously been separated from the V-12 program or from reserve midshipman training must have completed six months sea duty before reapplying for the program.

Applicants will be permitted to express a preference for assignment to a specific college among those under contract with the Navy and for the courses they wish to pursue. However, the needs of the naval service will be the final determining factor in making assignments. Any student who falls below required officer standards educationally or physically or in conduct or aptitude will be returned to general duty as an enlisted man. A man dropped from training, except for disciplinary reasons, may, upon return to general service, have his rating changed to that previously held, provided he is found qualified for such rating at that time.

COs have been directed by BuPers not to forward requests for waivers of any kind, because they will not be considered.



Ford Islander (NAS, Pearl Harbor)

"How's liberty around here, fellows?"



Keynoter (NTSch, Toledo, O.)

"It's a new pay system—you get to hold your FULL pay for a minute."

BuPers BULLETIN BOARD

The Month's Alnavs in Brief

No. 111 — Directs that applications for transfer to regular Navy of Chaplains USNR now on active duty, submitted in accordance with Alnav 62-44, be forwarded with or without ecclesiastical endorsement of applicant's church. If application is not accompanied by endorsement, endorsement should be forwarded by applicant or his church direct to BuPers.

No. 112 — Relates to orders to officers for temporary additional duty in Pacific Area.

No. 113—Supplements Alnav 96-44, relating to administration of the Servicemen's Voting Law.

No. 114—Announces ruling of Department of Agriculture of Bermuda that all shipments of unfrozen vegetables and commercial shipments of cut flowers entering Bermuda from 1 June to 30 Sept. 1944 inclusive must be accompanied by certificates to the effect that they have been examined by an authorized official of U. S. Department of Agriculture and are free from Japanese beetle.

No. 115—Supplements Alnav 110-44 (placing all advancements to PO ratings on temporary basis) to provide that former regular Navy personnel in V-5 or V-7 who become inapt may be given option of reenlisting in regular Navy.

No. 116—Directs that COs, in buying magazines or newspapers with Government or ship's service funds, determine and certify that the publications represent preference of personnel in their commands.

No. 117—Announces that commuted, midshipman, hospital and leave ration values for fiscal year 1945 remain same as for 1944—65, 85, 80, and 65 cents respectively.

No. 118 — Authorizes round-trip transportation, subsistence during travel and $5 a day subsistence at place of holding court for enlisted personnel ordered to a locality other than immediate locality of present station for appearance as Government witnesses in Federal courts.

No. 119—Requests report by all ships, stations and activities to BuPers, with 1 July roster of officers, of reserve officers desiring transfer to regular Navy.

No. 120—Cites, and provides for compliance with, Section 202, Public Law 358, signed by President 27 June 1944, providing for summary removal from office of any officer or Government employee who uses or authorizes use of Government passenger vehicle for other than official purposes.

No. 121—Announces appointment of certain lieutenant commanders of the line on the active list of the regular Navy and the Naval Reserve to the rank of commander for temporary service to rank from 15 March 1944.

No. 122—Announces appointment to next higher rank, to rank from 1 July 1944, of ensigns and lieutenants (junior grade) on the active list of the regular Navy, Naval Reserve and Women's Reserve, line and staff, with continuous active duty in their respective ranks since 1 May 1943.

No. 123—Announces appointment to chief warrant rank for temporary service, to rank from 1 July 1944, of those warrant officers on the active list of the Navy and the Naval Reserve with continuous active duty since 1 May 1943 or earlier.

No. 124 — Announces establishment of quota of approximately 1,000 enlisted men for the fifth increment of the V-12 program to start 1 Nov. 1944 (story on page 68).

No. 125—Lists naval, Marine Corps and Coast Guard personnel entitled to exchange relief, in accordance with Executive Order 9449, effective 1 July 1944.

No. 126—Requests report to BuPers, with 1 Aug. roster of officers, of present desires regarding transfer to regular Navy of reserve officers not reported on in accordance with Alnav 119 (above).

No. 127—Requests naval activities and naval vessels operating outside U. S. to report all provisions received from Army or Allied Nations as receipts on ration records S&A Form 45 under appropriate headings.

No. 128—Directs that treasurers or custodians of recreation funds, welfare funds, ship's services and post exchanges outside continental U. S.—or within U. S. when directed by the CO in order to comply with security requirements—shall not draw checks against their banking accounts for direct payment of local obligations. Such obligations must be paid for either by cash or U. S. Treasury checks. Sets forth procedure for carrying out this policy.

No. 129—Announces that animated film, "Voting Procedure for Armed Forces Personnel," will be available to each command outside U. S. for showing between 10 Aug. and 1 Oct. 1944. Directs COs to make film available to all affected naval, Marine Corps and Coast Guard personnel to greatest extent possible. Sixteen or 35-millimeter prints are available from Training Aids Libraries, Marine Corps Training Aids Libraries or Central Aviation Film Libraries.

No. 130—Makes reserve officers qualified for general line duties eligible for command in accordance with rank (see story, page 65).

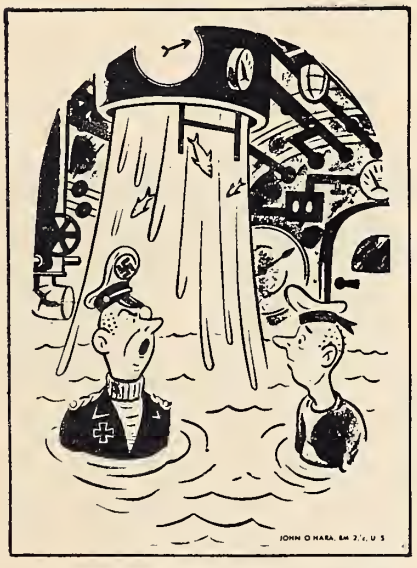
No. 131—Directs that Federal ballots not be furnished to servicemen prior to 2 Oct. 1944.

No. 132—Cites, for compliance, Sections 104 and 105, Serviceman's Readjustment Act of 1944, Public Law 346 (see story on page 3).

No. 133—Announces that Navy Independence Day cash war bond purchases exceeded $47,000,000, doubling the $23,000,000 previous high record of last Pearl Harbor Day and bringing total bond investments of naval, Marine Corps and Coast Guard personnel to over $700,000,000.

No. 134—Cites Public Law 417, approved 3 July 1944, which provides that suits against U. S. under Public Vessels Act may be postponed if SecNav certifies they would endanger security or interfere with naval operations.

No. 135—Lists states authorizing use of Federal ballot by service personnel overseas in November general election (see story on page 64).



Terminal Topics (NAS, Terminal Island, Calif.)

"Think, Schultz! What do we always do just before we submerge?"

BuPers BULLETIN BOARD

Inventors in Naval Establishments Have Status Similar to That of Those in Private Industry

In answer to increasingly frequent inquiries, JAG points out that the rights of naval personnel to their inventions are similar—with certain exceptions incident to Government service—to those of private citizens working for civilian employers.

The rights are the same for officers, enlisted personnel and civilian employes of the Navy and are outlined in General Order No. 31, issued by SecNav on 13 May 1935 and still in effect.

While noting that those rights in each case must be determined by the facts in the particular case, the order—for the purpose of illustration—divides inventors in the Navy into three classes:

Personnel engaged in full-time scientific research and development for the Navy: As part of their work, they are directed to make or improve a specific device or process. Title to those inventions and to any patents secured on them rests with the Navy. Complete control of the invention is necessary for the Navy to realize all the benefits anticipated from employment of the inventor.

Personnel not engaged in the duties outlined above but who make inventions with the use of the Navy's time, facilities or other personnel: Here, title to the invention and patents covering it, including all commercial and foreign rights, rests with the inventor. The Navy Department requires a non-exclusive, irrevocable, unlimited right to make and use, and have made for the Government's use, devices embodying the invention and to sell such devices as provided for by law regarding the sale of public property.

Personnel who as inventors have created no obligations to the Navy (that is, who completed their invention before entering the service, or perfected it during off-duty time and without use of Navy facilities or other personnel): Here, exclusive title to inventions and patents belongs to the inventor. Compensation for use of such inventions by the Navy will be determined by agreement between the inventor and the Navy Department.

Every inventor in the naval service is urged to forward promptly to the Department, through official channels, full information on any new invention. To assist the Department in determining the rights of the Government and the inventor, a summary of the circumstances should be included in the endorsement of the commanding officer.

Where the Government has the title to or right to use the invention, the Department will proceed with application for letters of patent in the name of the inventor in order to protect the interests of the Government. Where the Government has no title or right of use, but the invention is deemed useful to the Government, the Department will, upon the inventor's request, undertake prosecution of the application for letters patent upon execution of a license to the Government. In these cases, the cost of prosecuting and securing the patents will be defrayed by the Government.

Under other circumstances, the inventor is free to secure a patent in any way he chooses.

Where it appears an invention is of such military character that it should be kept secret in the interest of national defense, the inventor is required to make a full and complete disclosure direct to SecNav. Should the Department decide that the invention should be kept secret, the matter of compensation will be subject to agreement between the inventor and the Department.

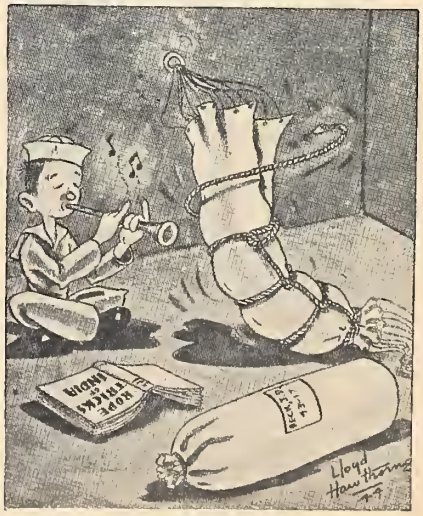
If an invention of military value is made and is adopted as part of the national defense, its disclosure to unauthorized persons may involve a violation of the National Defense Act.

Nothing in General Order No. 31 conflicts with the act of 1 July 1918 authorizing SecNav to compensate civilian Navy employes for valuable suggestions. Says the order:

"It should be the first thought of every officer and man and every civilian employee to perform the duty to which he is assigned to the best of his ability—and if in this performance, improvements in a device, means, method, and process are made, it is a sign of ability and devotion to service, and this the Navy Department will recognize, giving due credit therefor on the official record.

"The Navy Department is bound to respect the property rights of persons in the naval service and employees connected with the Naval Establishment under their patents, but no restrictions can be placed on the right of the Government, irrespective of the question of compensation, to use any invention for public purposes whether it is protected or not by patent. If agreement cannot be effected with the owner before the use, the matter of compensation will be left to subsequent determination."

Matters pertaining to inventions and patents of naval personnel are handled by the Patents, Trademarks and Copyrights Section, General Law Division, Office of the Judge Advocate General, Navy Department.



Aorta (Naval Hospital, Long Beach, Calif.)

Two Primary Problems Revealed in Operation Of New Navy Pay Plan

Operation of the Navy's new pay system (INFORMATION BULLETIN, July 1944, p. 68) at activities where it is now in effect has revealed two primary problems—delays in transmitting commanding officers' orders from personnel offices to disbursing offices and unwarranted drawing of special money in numerous cases, according to reports of observers to BuPers and BuS&A.

CO's orders and similar data, it was pointed out, should be transmitted immediately to the disbursing officer in order that the individual pay records may be kept up to date at all times and ready for immediate transfer.

The number of spaces on the Navy Pay Record for recording payments is limited, and the drawing of special money other than in real emergencies will defeat the purpose of the new system by requiring renewal of the pay record more often than every six months, as normally required.

All officers involved in administration of the new pay system have been urged by BuPers and BuS&A to do everything possible to assure its efficiency and success.

BuPers BULLETIN BOARD

Position Changed For Specialty Marks Of Non-Rated Men

The specialty mark of non-rated graduates of all Class A schools—except those in basic engineering—and non-rated men who have qualified for petty officers, third class, by examination hereafter will be worn halfway between the shoulder and elbow on the right or left sleeve, as prescribed for the badge of rating, instead of between the elbow and wrist where it previously has been worn.

The change is authorized by BuPers Circ. Ltr. 194-44 (N.D.B., 15 July 1944, 44-813).

Non-rated graduates of basic engineering schools are not included in the change because these schools are being reclassified at this time to Class P—preparatory—with an eight-week course for which *no* designating badge or specialty mark will be issued to graduates.

However, diesel schools remain Class A, their non-rated graduates wearing the MoMM specialty mark.

Naval Personnel Eligible For Army Award for Philippine Service

Naval personnel who served in the defense of the Philippines on and after 7 Dec. 1941 are eligible for the Army Distinguished Unit Badge, which corresponds to the Navy's Presidential Unit Citation.

Those eligible for the badge may apply to BuPers via their commanding officers, giving the dates of their Philippine service and the unit or units with which they served. BuPers will verify each application and then forward it by endorsement to the Adjutant General, War Department. The War Department then will send the award and citation direct to each Navy man entitled to it, with a copy of the citation to BuPers.

The ribbon for the Army Distinguished Unit Badge is worn by naval personnel immediately after the Presidential Unit Citation ribbon if they hold the latter ribbon, otherwise where the PUC ribbon would be worn.

This award to naval personnel, as well as to men and women of the U. S. Army and the Philippine armed forces, was authorized by War Department General Orders No. 22, 30 April 1942, which reads:

"Citation of units of both military and naval forces of the United States and Philippine Governments.—As authorized by Executive Order 9075 (sec. II, Bull. 11, W. D., 1942), a citation in the name of the President of the United States, as public evidence of deserved honor and distinction, is awarded to all units of both military and naval forces of the United States and Philippine Governments engaged in the defense of the Philippines since December 7, 1941."

"NNC" Eliminated From Insignia Of Navy Nurse Corps

Latest changes in the uniform of the Navy Nurse Corps provide for elimination of the letters "NNC" from the corps insignia and for the wearing of the device—gold spread oak leaf surcharged with a silver acorn, superimposed on a gold anchor—on the sleeves of the blue uniform and on the shoulder marks.



The large metal pin-on corps device, which served as the cap device until nurses became eligible to wear the cap device of commissioned officers, also is eliminated.

On the indoor white ward uniform nurses now will wear the metal pin-on insignia of rank on the right collar tip and the miniature pin-on corps device on the left.

During the transition period nurses may wear their present insignia until no longer serviceable, or until it becomes necessary to obtain new uniforms or insignia.

For details, see BuPers Circ. Ltr. 186-44 (N.D.B., 30 June 1944, 44-759).



Skywriter (Naval Pre-Flight School, Greencastle, Ind.)

"By your leave, Sir!"

Fourragere May Be Worn With Naval Uniforms

Naval personnel who won the right to wear the French Fourragere by serving in units awarded it in World War I now may wear it with their naval uniforms under certain conditions announced by BuPers.

The Fourragere—a single braided cord worn over the left shoulder—is a decoration instituted by Napoleon I for units which had distinguished themselves in battle. It was revived during World War I and was awarded by the French Ministry of War to organizations which had been cited more than once in the Orders of the Army. For organizations cited twice, the cord is dark green with scarlet threads.



Individuals in organizations cited twice or more in the orders are entitled to wear the Fourragere cord at all times, regardless of subsequent service in non-decorated units. Men who did not win the decoration in the first World War but who are serving with a unit that won it may wear the cord while they are attached to the decorated organization. Upon detachment, however, they are required to surrender the Fourragere and are not entitled to wear it further.

Officers and CPOs who are eligible may wear the Fourragere on all naval uniform coats whenever medals and badges, or their ribbons, are authorized to be worn. Other eligible enlisted men may wear the Fourragere on all jumpers under the same conditions.

In order to attach the Fourragere to the naval uniform, a button may be sewed to the left shoulder of the coat or jumper under the collar. The Fourragere must be attached to the left shoulder, and if worn by an aide, it must be under the aiguilettes. The left arm should pass through the Fourragere and the small loop engage the button under the collar, with the blue metal pencil hanging to the front.

Wearing of the Fourragere is approved in BuPers Circ. Ltr. 199-44 (N. D. B., 15 July 1944, 44-817). The letter, however, does not authorize the wearing of the miniature Fourragere cord which in the past has been worn on the left breast by many men.



THIS MONTH'S COVERS

Wave instructor at NAS, Lakehurst, N. J., operates motion-picture target projector for aerial gunners (see story of Waves' achievements in two years, page 8). INSIDE FRONT COVER: A large Japanese carrier of the Shokaku class, burning from bombs dropped by U.S. carrier-based aircraft of the Pacific Fleet in the battle west of the Marianas on 19 June, turns sharply to starboard while damaging near misses land off her bow and stern. Scurrying around her are Jap destroyers, and at upper right an enemy heavy cruiser. OPPOSITE PAGE: This unusual view of a U.S. battleship shows her crew getting themselves and their ship ready for the next foray as she lies moored alongside another vessel in a friendly port after operating as part of a task force in the Pacific. (Official U.S. Navy photographs.)

DISTRIBUTION OF THE INFORMATION BULLETIN

By BuPers Circular Letter No. 162-43 (appearing as 43-1362 in the cumulative edition of Navy Department Bulletin) the Bureau directed that appropriate steps be taken to insure that all hands have quick and convenient access to the BuPers INFORMATION BULLETIN, and indicated that distribution should be effected on the basis of one copy for each ten officers and enlisted personnel to accomplish the directive.

In most instances, the circulation of the INFORMATION BULLETIN has been increased in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each ten officers and enlisted personnel. Because intra-activity shifts affect the Bureau statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issue.

The Bureau should also be advised if the full number of copies are not received regularly.

Normally copies for Navy and Coast Guard activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corps, on the present basis of two copies per unit, down to and including the company. Requests from Marine Corps activities should be addressed to the Commandant.

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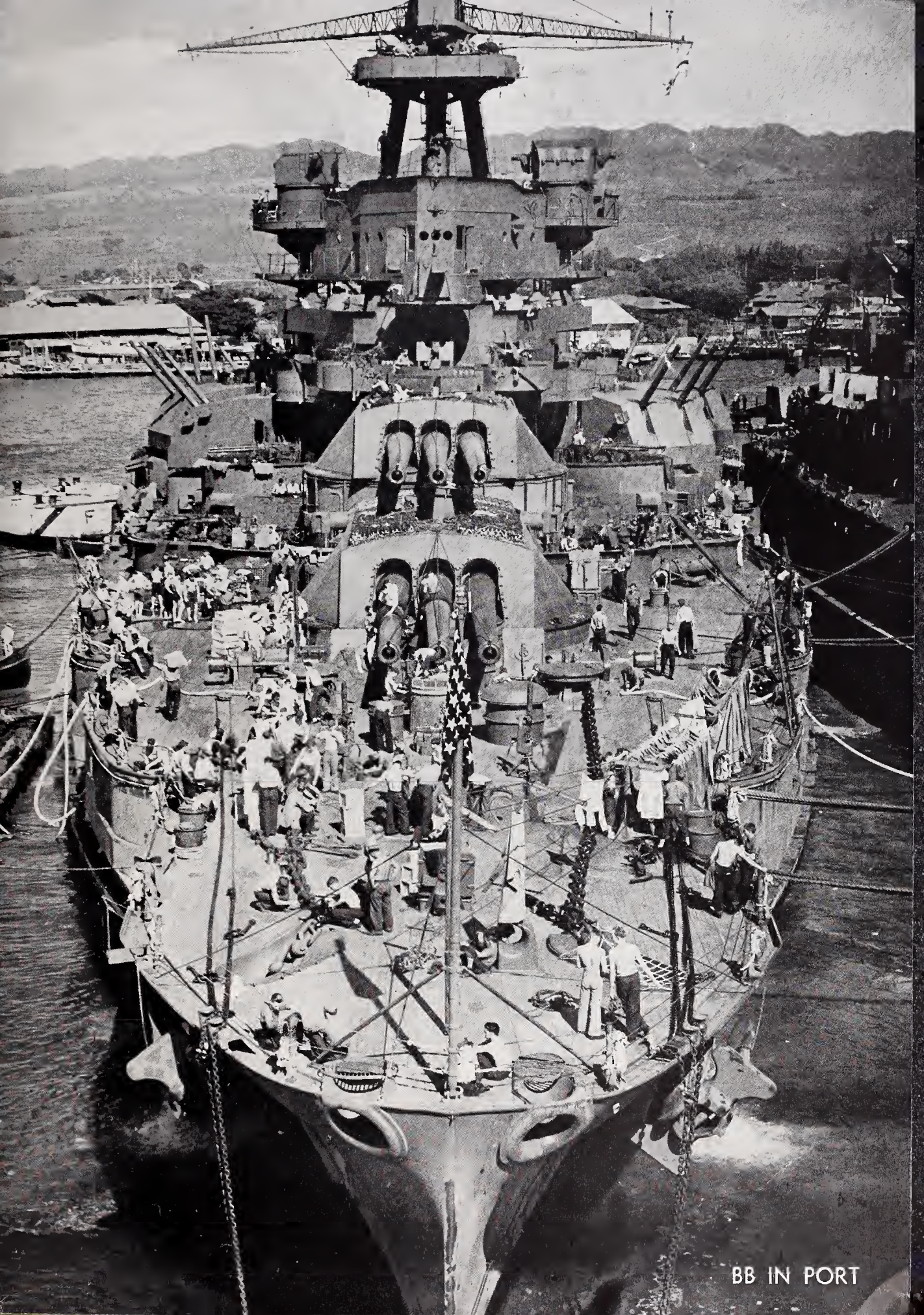
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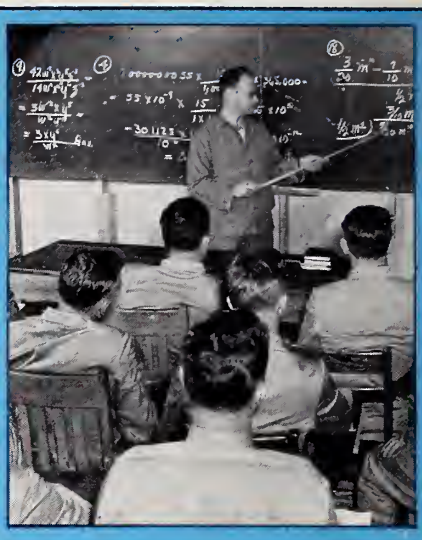
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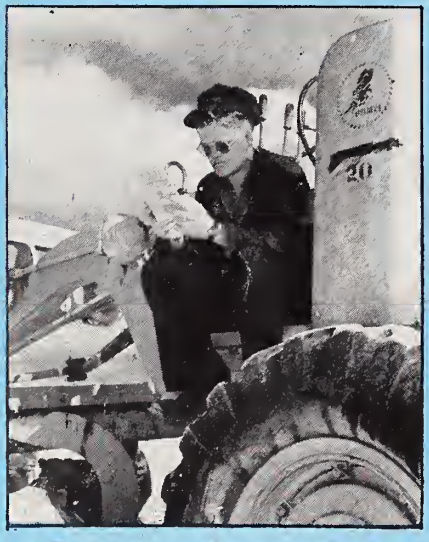
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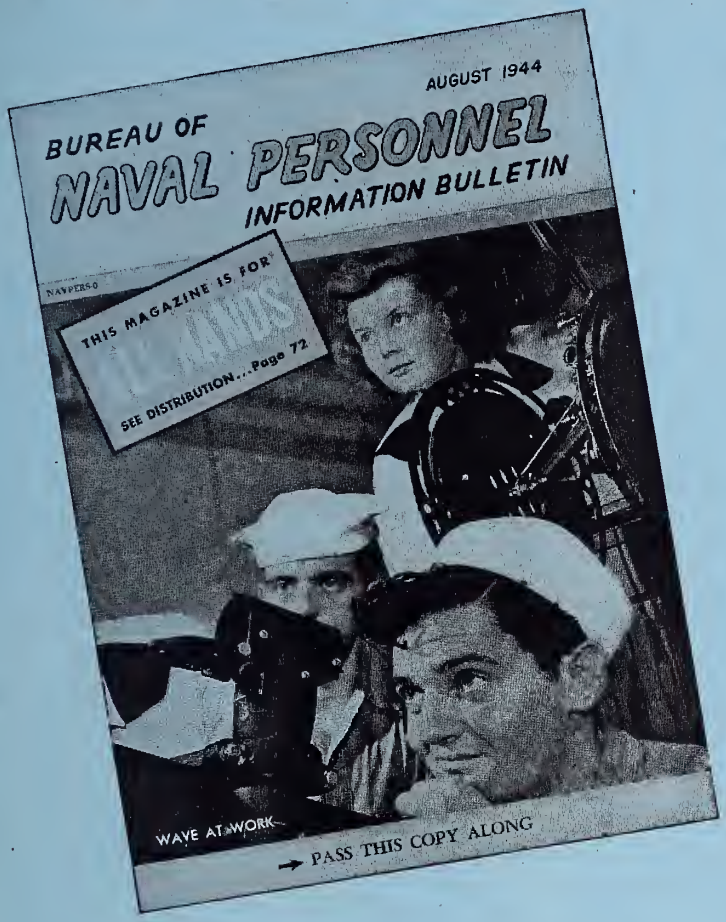
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FOR ALL HANDS



ACTION PHOTOS FROM SAIPAN

Four pages of battle pictures show how we captured this Jap stronghold in Marianas.

"THE BEST CHOW IN THE NAVY"

A chief commissary steward of the Submarine Force puts up a strong argument.

NEW HELP FOR FUTURE CIVILIANS

How Navy's new Civil Readjustment Officers will aid discharged men in return to civilian life.

MILITARY COURTESY IN WARTIME

What's the dope on etiquette for fighting men, afloat and ashore? Here's a round-up.

HOW AND WHEN YOU MAY VOTE

Including a list of states which honor Federal ballot; news of coming primaries.

AND . . . SHOULD YOU CONVERT YOUR INSURANCE? . . . WAVES TOP 70,000 ON SECOND ANNIVERSARY . . . THE STORY BEHIND THE CASUALTY LIST. . . . COAST GUARD SHOWS HOW TO CELEBRATE 154TH BIRTHDAY (FIGHTING!).

NEW ISSUE NOW OUT

BuPERS BULLETIN BOARD NEWS

1,000 men from fleets and U. S. stations to be picked for 1 November V-12 class. . . . Maternity and infant care for servicemen's families stepped up. . . . Rights of inventors in the naval service. . . . Men in 15 CB ratings shifted to general service. . . . Changes in uniforms of cooks, stewards, chief cooks, chief stewards, Navy nurses. . . . Who can wear commendation ribbon. . . . Month's Alnavs, legislative news, books, war review, communiques.

This announcement (see other side) is inserted in every copy of the Information Bulletin; as many as possible should be placed on bulletin boards. The Information Bulletin should be available to all hands; if enough copies are not provided, to effect distribution as indicated on page 72 of the August 1944 issue, additional copies may be requested of BuPers.

BUREAU OF NAVAL PERSONNEL

INFORMATION BULLETIN

SEPTEMBER 1944

NAVPERS—0

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BUREAU OF NAVAL PERSONNEL

INFORMATION BULLETIN

SEPTEMBER 1944 • NUMBER 330

VICE ADMIRAL RANDALL JACOBS, USN
The Chief of Naval Personnel

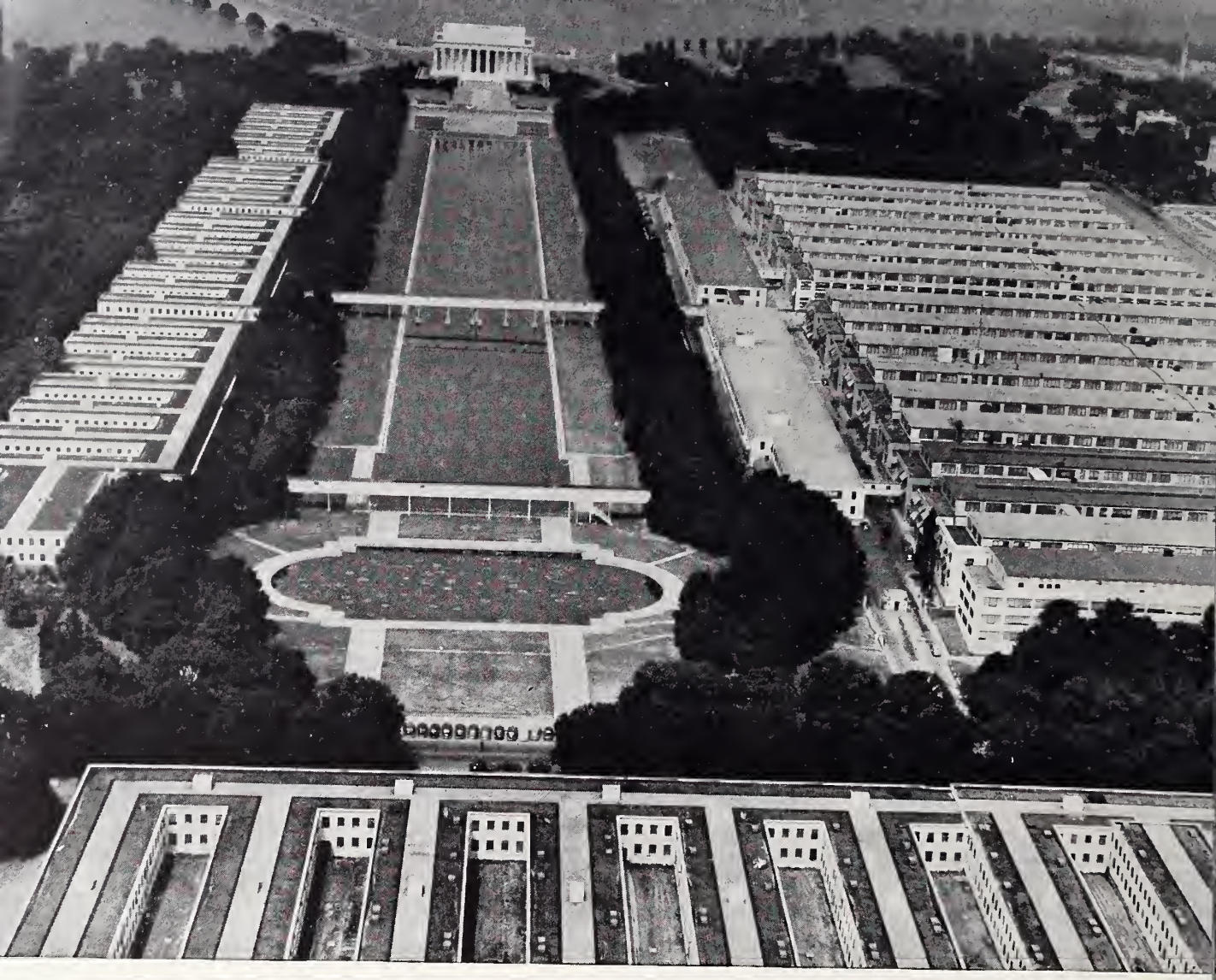
REAR ADMIRAL L. E. DENFELD, USN
The Assistant Chief of Naval Personnel

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This magazine is published monthly in Washington, D. C., by the Bureau of Naval Personnel for the information and interest of the Naval Service as a whole. By BuPers Circular Letter 162-43, distribution is to be effected to allow all hands easy access to each issue. All activities should keep the Bureau informed of how many copies are required. All original material herein may be reprinted as desired.

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Official U. S. Navy photograph

NAVY NERVE CENTER

Wartime Expansion Has Brought Changes To Washington and the Navy Department

"What's Washington look like these days?"

"Yes, we hear you wouldn't recognize the Navy Department any more—lots of new buildings, spread all over the map, and all the bureaus and offices changed around."

"Sounds like a lot of changes since we've been back there. What's the new set-up; who's located where?"

These questions, heard all over the world when Navy men from Washington appear on the scene, arise from a solid basis of fact.

Like all shore establishments, the Navy Department exists for one main purpose: to serve the fleet. When the fleet grew to many times its peacetime size, becoming the biggest in all history, it brought on a terrific expansion and change at the Washington "nerve center," too.

Some of the change has been in the organization of the Department itself, with new boards and offices set up to handle both the complexities of a seven-seas war and the greatest production program the Navy had ever known.

Along with this came a sizeable physical change—new buildings went up, old buildings were expanded, "temporary" buildings and leased structures mushroomed out all over the District, and there has been a general shifting about of bureaus and offices to new locations.

On 1 Feb. 1941 command afloat had been vested in three commanders in chief, one of whom commanded the Asiatic Fleet, one the Pacific Fleet and one the Atlantic Fleet. Provision was made whereby one of these three, depending on the circumstances, would act as Commander in Chief, United States Fleet.

Almost immediately after our entry in the war it became apparent that for the purpose of exercising command all oceans must be regarded as one area, so that effective coordinated control and proper distribution of our naval power might be realized.

On 20 Dec. 1941 the President changed this organization by making the Commander in Chief, United States Fleet, separate and in addition to the other three commanders in chief, and he ordered the headquarters of the Commander in Chief, United States Fleet, established in the Navy Department at Washington. Admiral Ernest J. King, USN, was named as Cominch.

In March 1942, coincident with the appointment of Admiral King as Chief

AT LEFT: Main Navy Department buildings are seen from the top of Washington Monument, looking toward Lincoln Memorial at far end of Reflecting pool. For identifications see diagram at the bottom of this page.

of Naval Operations, the duties of CNO were combined with the duties of Cominch. This move was accompanied by a number of adjustments in the Navy Department organization, calculated, among other things, to facilitate the logistic support of the forces afloat by providing for its coordination.

Except for the fact that the Asiatic Fleet ceased to exist as such in June 1942, that basic organization of the United States Fleet and supporting activities is still in effect. In the spring of 1942, however, and from time to time thereafter, independent commands were established directly under Cominch.

One major administrative change was the establishment of the Deputy Chief of Naval Operations (Air) in the office of CNO. DCNO is charged with the functions of coordinating and correlating all military aspects of naval aviation. He is charged with the preparation, readiness and logistic support of the naval aeronautic operating forces included within the several fleets, seagoing forces and sea frontier forces of the Navy, and with the coordination and direction of effort to this end of the bureaus and offices of the Navy Department. Needed office space for DCNO was drawn from both CNO and BuAer.

Another administrative change was the setting up of a new Navy Department activity, the Office of the Chief of Procurement and Material. Established by General Order 166, 30 Jan. 1942, OPM was charged with coordinating all the material and procurement activities of the Navy Department, and supervising material procurement programs as directed by SecNav.

OPM was given space in the main Navy Department building, but it soon outgrew this and has spread over into other buildings leased or built in Washington. The contract renegotiation activities are now located in the Premier Building, an office building on 18th Street between Pennsylvania and G; and the Inspection Administration is housed in Temporary Building 2, at 19th and D. (The latter also houses the Office of Budgets and Reports, formerly located in the main Navy building, as well as the financial division of the Bureau of Ordnance.)

The Bureau of Naval Personnel, which, before the war, had been known as the Bureau of Navigation, also reflected the huge expansion of the naval service.

At the time it was originally set up, in 1862, the Bureau of Navigation dealt with scientific and navigation matters, personnel matters at that time being handled elsewhere in the Navy, including the then Bureau of Equipment and Recruiting.

As time went on, more and more personnel activity devolved upon BuNav, and eventually its non-personnel activities were channeled elsewhere. Two steps were taken after the outbreak of war. By executive order, the Hydrographic Office and Naval Observatory were transferred out of the Bureau to CNO, on 8 April 1942. And on 12 May 1942, by act of Congress, the Bureau's real function was more clearly recognized in a change of name, whereby it became the Bureau of Naval Personnel.

In October 1941, two months before Pearl Harbor, the already expanding Bureau moved out of the main Navy Department building and across the Potomac to Arlington County, Va., where it occupies what is now known as the Arlington Annex. Atop a hill, it overlooks Arlington National Cemetery on one side and the War Department's vast Pentagon Building on another.

Sharing the seven wings of Arlington Annex with BuPers is Marine Corps Headquarters, which has doubled its personnel since August 1942 and has expanded from 134,000 square feet of floor space to 206,000 now. BuPers takes up 371,000.

Prior to the war the Arlington Annex was a public building (originally intended as a warehouse) and the Army occupied part of it, other parts being taken up by activities of the Hydrographic Office and a branch of Supplies and Accounts. To make room for BuPers and Marine Corps Headquarters expansion, the Army was moved; Supplies and Accounts moved its Family Allowance and Allotment Branch out to the new Field Branch in Cleveland, Ohio; and Hydrographic moved its units, along with others from the main Navy building, to a new building created for it at Suitland, Maryland.

The wartime need for charts has been so great as a result of the countless thousands of new ships commissioned that Hydrographic has already outgrown its new building and flowed over into the Census Building, next door. From its mid-1942 space of 71,000 square feet, it has increased to 199,000, and personnel has tripled.

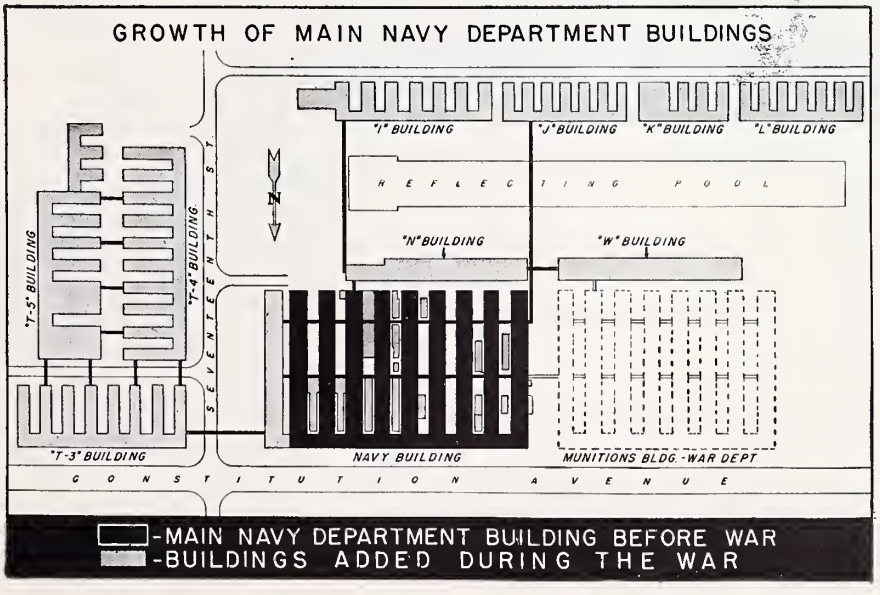
In ways such as these, wartime growth has shifted the Navy Department's geography considerably, spreading it out in every direction, sometimes hundreds of miles out of town.

Take the change in just the last two years—since August 1942. At that time the Navy Department already had 15 buildings; today there are 25. The office space totaled 2,491,000 square feet; today it's 3,212,000. A more revealing figure, perhaps, is this: in August 1942 there were 26,300 people in the space; today there are 43,600.

Matching that 29% increase in office space with a 66% increase in the number of people to be fitted *into* the space has created the problem which the Navy's "space control" office has been up against in wartime Washington.

Finding out what goes where, and how to get the room for it, is the function of the Navy Department's Space Planning and Control Office. During the last half year, Space Control has branched out into field space also, and now screens all acquisitions of office space throughout the naval establishment. Findings and recommendations are passed on to all naval districts to aid them in making the best use of whatever space is available. There is now a Space Control officer in each naval district, with whom the central Space Control officer works.

(*Continued on Page 6*)





1 NAVAL MEDICAL CENTER, Bethesda



2 POTOMAC ANNEX



5 NAVAL OBSERVATORY



7 DAVID TAYLOR MODEL BASIN



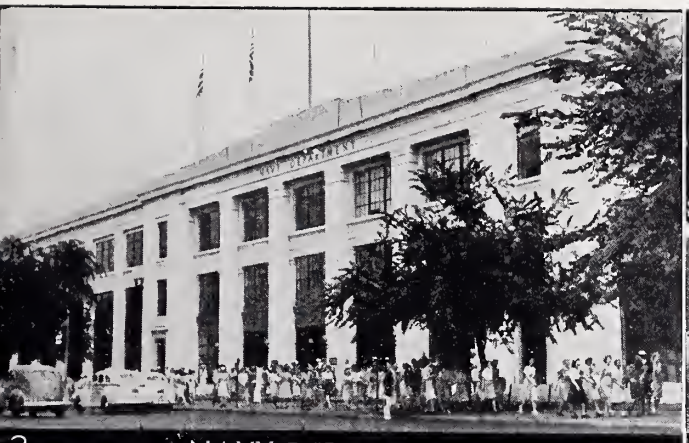
9 WAVE QUARTERS (Arlington Farms)



10 MARINE QUARTERS (W. R.)



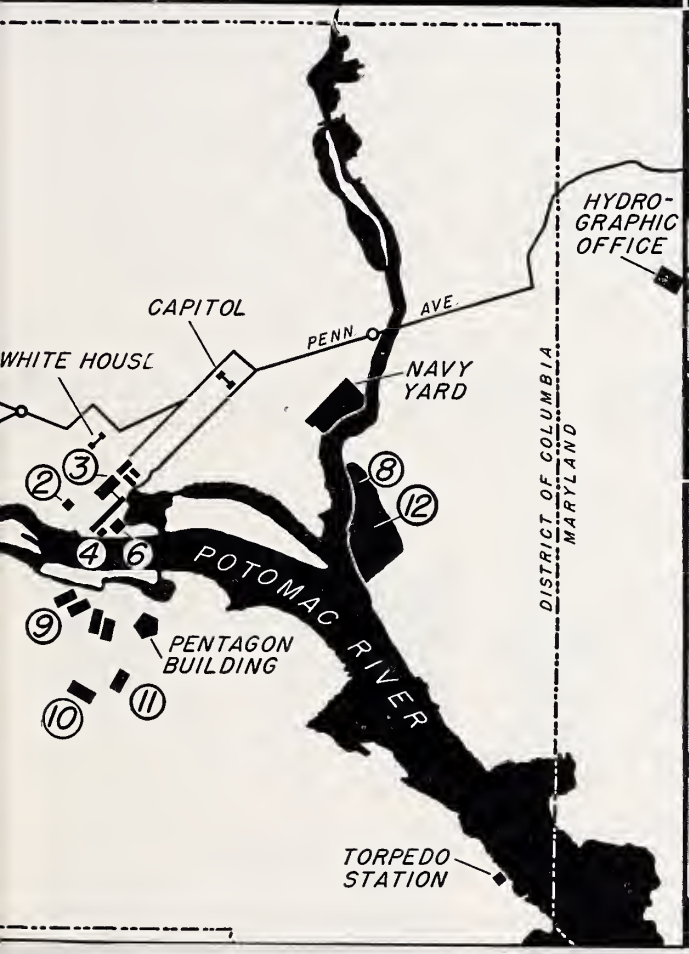
NAVAL ACTIVITIES
IN AND AROUND
WASHINGTON, D.C.

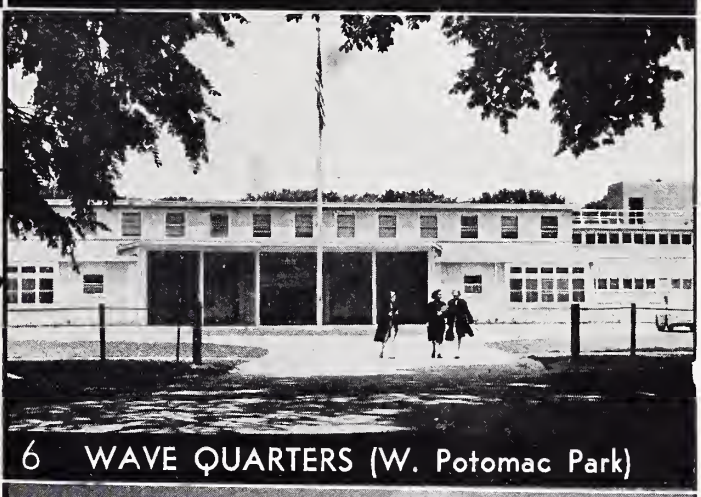


3 NAVY DEPARTMENT

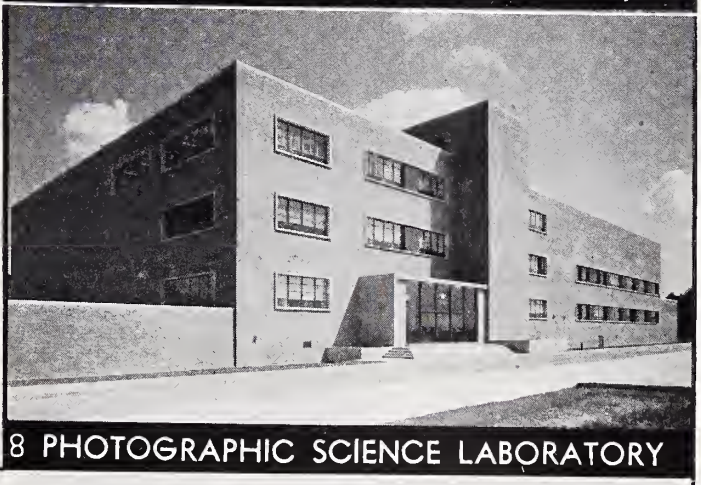


4 NAVAL BARRACKS





6 WAVE QUARTERS (W. Potomac Park)



8 PHOTOGRAPHIC SCIENCE LABORATORY



11 ARLINGTON ANNEX



12 NAVAL AIR STATION, Anacostia

The space problem in Washington wasn't exclusive with the Navy Department. The War Department and other government agencies faced the same situation. Not only did older ones have to expand, but many new agencies came into being, all requiring office space.

No town, even Washington, is elastic enough to suddenly take on the running of a global war and furnish the office space for it. The building situation got so bad that, during the last half year or so, there has been a "freeze" on new construction in the District of Columbia. No buildings may go up without presidential approval. Labor and material scarcity are among the main factors causing the "freeze," with the lumber shortage also an important cause.

Moreover, many war agencies are still expanding, and even Axis defeat will not decrease some of this, as there are agencies whose task will then be bigger, not smaller. A prime example is Veterans Administration, which finds its job growing every day as more men are discharged from the services.

A good deal of the Navy Department's own expansion was accomplished externally—by adding new wings to present buildings, building new buildings, putting up "temporary" wartime structures, leasing buildings in town and out, and, in brief, picking up that rare jewel, space, wherever you could get your hands on it.

The main Navy Department building looks almost the same from the front or Constitution Avenue side, but there the resemblance ends.

At the 17th Street end they've tacked on a new wing to the nine already existing (in addition to building penthouses over each wing.) The new one is known as "zero" wing and, on the main deck, houses most of the Public Relations activities of the Navy, with BuOrd Activities on the upper decks.

Out in back, and between the wings, there used to be a lot of nice open space. You could park your car there or even, between some of the wings, spend the noontime lunch hour out on the lawn. No more. The parking space is gone and most of the between-wings space has disappeared.

Running lengthwise behind the Navy Department is now N building, and behind the adjoining Munitions Building, of the War Department, is a similar W building. In addition, buildings started to sprout up between the main Navy wings (see map on page 3), picking up available space here and there.

Across 17th Street, toward Washington Monument, another flock of temporary buildings went up—T-3, T-4 and T-5. BuShips moved out of the main Navy Department building and across the street here. For a while, part of T-4 was occupied by the British Admiralty delegation in this country, but even this space became needed eventually, and other quarters had to be found for the British on Vermont Avenue.

In the past couple of years BuShips has increased its floor space from 392,000 square feet to 432,000, while its personnel grew from 3,900 to 5,800. You can see the same thing happening here as in almost every other case in the Navy Department—a moderate increase in space, but a tremendous increase in personnel in that space.

Having mushroomed to the east, to the rear and between wings, the Department also leaped across the Re-

PRINCIPAL OFFICES AND BUREAUS

OFFICE OF THE SECRETARY (SecNav).



Responsible for the general administration of all naval bureaus, boards and offices. Under the Secretary's general direction, duly appointed officers are responsible for all combat and logistics operations. Secretary of the Navy: James Forrestal.

OFFICE OF THE UNDER SECRETARY (UnderSecNav).



Performs such duties as are prescribed by the Secretary.[1] The Under Secretary is next in succession to the Secretary during his absence or disability or in the event of a temporary vacancy in that office. Under Secretary of the Navy: Ralph A. Bard.

OFFICE OF THE ASSISTANT SECRETARY (AstSecNav). Performs such duties as are prescribed by the Secretary,[1] and is next in succession after the Under Secretary. Office not filled at this writing.

OFFICE OF THE ASSISTANT SECRETARY FOR AIR (AstSecNavAir).



Has supervision over naval aviation and the coordination of naval air activities with other governmental agencies. Those administrative duties pertaining to naval aviation lodged in the Secretary of the Navy have been delegated to the Assistant Secretary for Air. Assistant Secretary of the Navy for Air: Artemus L. Gates.

[1] *A reassignment of duties from the Secretary down will be made soon.*

OFFICE OF THE COMMANDER IN CHIEF, UNITED STATES FLEET, AND CHIEF OF NAVAL OPERATIONS.



The duties of Cominch and CNO have been combined in accordance with Executive Order of 12 March 1942. They devolve upon an admiral who is the principal naval adviser to the President on the conduct of the war and the principal naval adviser and executive to the Secretary of the Navy on the conduct of the activities of the naval establishment. Commander in Chief, U. S. Fleet, and Chief of Naval Operations: Admiral Ernest J. King, USN.

* * *

HEADQUARTERS OF THE COMMANDER IN CHIEF, UNITED STATES FLEET (Cominch). Has supreme command of the operating forces comprising the several fleets, seagoing forces and sea frontier forces of the Navy, and is directly responsible, under the general direction of SecNav, to the President therefor. For close liaison with Navy Department, principal offices are maintained there.

* * *

OFFICE OF CHIEF OF NAVAL OPERATIONS (CNO). Is charged, under the direction of SecNav, with the preparation, readiness and logistic support of the operating forces, and with the coordination and direction of effort to this end of the bureaus and offices of the Navy Department. His duties as Chief of Naval Operations are contributory to the discharge of his paramount duties as Commander in Chief, United States Fleet.

EXECUTIVE OFFICES OF THE SECRETARY (EXOS) include, among others:

OFFICE OF THE JUDGE ADVOCATE GENERAL (JAG).



Has cognizance of all matters of law which involve the service. Reports upon the legal features of courts martial, courts of inquiry and boards of investigation and inquest. Renders opinions on the legality of matters referred to it by the Secretary. Judge Advocate General of the Navy: Rear Admiral Thomas L. Gatch, USN.

OFFICE OF THE CHIEF OF PROCUREMENT AND MATERIAL (OP&M).



Is charged with the coordination of all the material and procurement activities of the Navy Department, and with supervision of programs for the procurement of ships and materials as the Secretary of the Navy may direct. Chief of Procurement and Material: Vice Admiral Samuel M. Robinson, USN.

DIVISION OF SHORE ESTABLISHMENTS AND CIVILIAN PERSONNEL (SECP).



Responsible for the development and administration of the personnel program for civilian employees of the departmental and field service. Includes employment, assignment, transfer, promotion, discharge, service rating and training of employees. Director of Shore Establishments and Civilian Personnel: Rear Admiral Frederick G. Crisp, USN.

flecting Pool and started whipping up buildings all along that side, running from 17th Street all the way down to the Lincoln Memorial. Here went up temporary buildings I, J, K and L, housing mostly the Bureau of Supplies and Accounts and the Division of Shore Establishments and Civilian Personnel of the Executive Office of the Secretary, and part of the Office of Naval Intelligence and an overflow from Naval Communications.

To connect these with the main building, two bridges were built across the Reflecting Pool at the second-deck level. Another bridge was built across 17th Street at Constitution Avenue to connect with T-3.

With the possible exception of some bare space at the bottom of the Reflecting Pool, all the available local floor space was now pretty well used up. The Department now had to branch out to other locations.

The Navy Department's processing plant — multigraphing, multilithing, printing and lithography—moved from W building, behind Munitions, to a building of its own, the Logan Annex, at 18th and L, NW. The Microfilming Center and the Records Depository were set up at Trew Annex, 1526 14th Street, NW. This helped to make more office space available to the Department by transferring space-consuming records elsewhere.

A large private house at 2118 Massachusetts Avenue, known as the Larz Anderson house after the diplomat-philanthropist who originally owned it, had been left by him to the Society of the Cincinnati. Retaining only a small portion of the house for its own use, the Society made the bulk of the home available to the Navy. The Industrial Incentive Division and some Public Relations activities are now housed here, as well as Navy Relief Headquarters.

The Bureau of Medicine and Surgery practically doubled its space in the last two years, going from 75,000 square feet to 128,000, and even then had to move units here and there. The Red Cross blood donor center was moved to a location near Union Station. BuMed took over Corcoran Annex at 23rd and D, but soon outgrew that. Medical records were moved to Tempo X at 19th and East Capitol. And what was once the old naval hospital at 23rd and D (back in the days when you could drop in leisurely to have a tooth filled) is now occupied by BuMed, and is called the Potomac Annex. The Naval Medical Center is now located at Bethesda, Md.

Yards & Docks had perhaps less physical change than most of the bureaus, for it is still in main Navy, although it did acquire some extra space from other activities in the Department and also in T-4, when the British Admiralty delegation left.

Another occupant of the main Navy Department building to experience little physical change in quarters is the Office of the Judge Advocate General. JAG's quarters are in the same location as pre-war: second deck, third wing. BuOrd moved its financial division to Tempo 2, and expanded within the main building, also.

One of the few bureaus to have less Washington space now than two years ago is Supplies and Accounts. In 1942 it had 299,000 square feet—today it's 285,000. Answer to this is that a lot of S&A's activities have moved to other cities. Within the District, S&A took over the Steuart Building, an office structure at 5th and New York, for accounting space. Other branches went further afield—the Field Branch

OF THE NAVY DEPARTMENT

BUREAUS of the Navy Department are:

BUREAU OF AERONAUTICS (BuAer).



Charged with such matters of naval aeronautics as are prescribed by SecNav. Responsible for all that relates to aviation material of the Navy, including design, building, fitting out and repair of aircraft, accessories and equipment; providing aircraft; upkeep and operation of aeronautical shore establishments; photographic activities. Chief of the Bureau of Aeronautics: Rear Admiral DeWitt C. Ramsey, USN.

BUREAU OF MEDICINE AND SURGERY (BuMed).



Responsible for the maintenance of the health of the Navy, the care of its sick and injured, and the professional education and training of officers, nurses and men of the Medical Department. Maintains health records of all officers and enlisted men. Chief of the Bureau of Medicine and Surgery and Surgeon General of the Navy: Vice Admiral Ross T. McIntire, (MC) USN.

BUREAU OF NAVAL PERSONNEL (BuPers.)



Maintains records of every officer and enlisted man of the Navy and Naval Reserve. Determines naval personnel requirements; fills vacancies, effects transfers of duty. Handles personnel procurement, recruiting and induction. Supervises training, promotion, advancement, discipline and discharge of Navy personnel, and is responsible for their transportation, welfare and recreation. Chief of Naval Personnel: Vice Admiral Randall Jacobs, USN.

BUREAU OF ORDNANCE (BuOrd).



Responsible for the design, manufacture, procurement, maintenance, issue and efficiency of all offensive and defensive arms and armament; and, except as officially assigned elsewhere, optical and other devices and materials for the control of guns, torpedoes and bombs. Chief of the Bureau of Ordnance: Rear Admiral George F. Hussey Jr., USN.

BUREAU OF SHIPS (BuShips).



Responsible for the general design, structural strength, stability and seaworthiness of all ships of the Navy, and the maintenance, repair, alteration, modernization or conversion of hull and machinery. Chief of the Bureau of Ships: Rear Admiral Edward L. Cochrane, USN.

BUREAU OF SUPPLIES AND ACCOUNTS (BuS&A).



Responsible for procurement, purchase, receipt, custody, warehousing, issue and shipment of all supplies, fuel and other materials for the Navy (except Marine Corps and certain ordnance and medical supplies.) Procures and disburses funds for payrolls, articles and services, and keeps the money and property accounts of the naval establishment. Chief of the Bureau of Supplies and accounts and Paymaster General of the Navy: Rear Admiral William B. Young, (SC) USN.

BUREAU OF YARDS AND DOCKS (Bu Docks).



Responsible for the design and construction of all naval public works and public utilities, harbor structures, power plants and systems, storage and recreation facilities, etc. Makes annual inspections and non-routine repairs. Acquires real estate for naval use. Chief of the Bureau of Yards and Docks: Vice Admiral Ben Moreell, (CEC) USN.

HEADQUARTERS UNITED STATES MARINE CORPS (MarCorps).

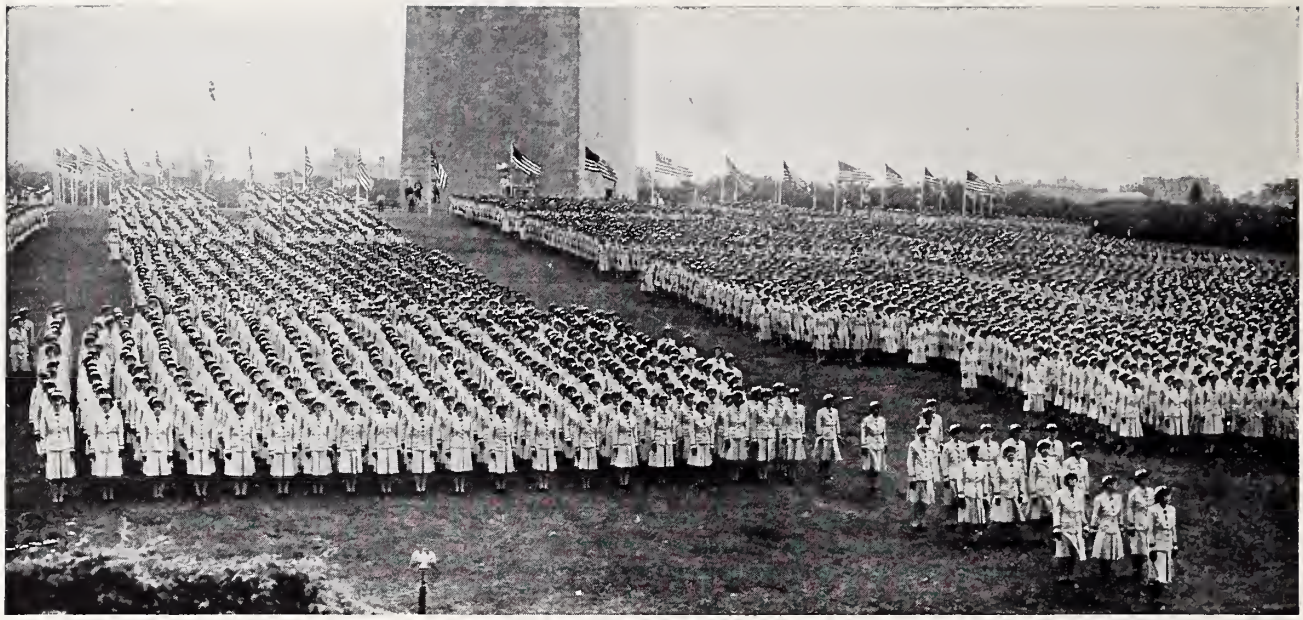


Responsible for procurement, discharge, education, training, discipline and distribution of officers and enlisted personnel of the Marine Corps, including the Marine Corps Reserve, and its administration and efficiency. Commandant, U. S. Marine Corps: Lt. Gen. Alexander A. Vandegrift, USMC.

UNITED STATES COAST GUARD (USCG).



Operates under the Treasury Department in time of peace, under the Navy in time of war or when directed by the President. During war, its personnel and resources are used to the best advantage by directives of SecNav, Cominch and CNO. Commandant, U. S. Coast Guard: Vice Admiral Russell R. Waesche, USCG.



Press Association, Inc., photograph

WAVE BIRTHDAY PARTY: Nearly 10,000 officers and enlisted personnel of the Women's Reserve stationed in the nation's capital stand at attention in front of the Washington Monument during ceremonies commemorating the second anniversary of the Waves on 30 July. The 10,000 women were joined by radio with 60,000 other Navy women participating in other celebrations throughout the U. S. They were honored in radio addresses by Secretary of the Navy James Forrestal, Admiral Ernest J. King, USN, *Cominch and CNO, and Admiral Chester W. Nimitz,* USN, *CincPac. Captain Mildred H. McAfee,* USNR, *director of the Women's Reserve, introduced the speakers.*

being set up at Cleveland, Ohio, and a new Material Redistribution Center being set up in New York City. Through decentralization such as this, more office space became available in Washington.

The Aeronautical Board moved out of W building to the adjoining Munitions Building, of the War Department, which gave it some space. Since then, the Board has left Munitions and is now located in the Corcoran Annex. Very little naval personnel is left in the Munitions Building now, and these are all liaison officers.

Notable acquisitions and expansions out of town include the David Taylor Model Basin, about 15 miles up the Potomac at Carderock, Md. There BuShips maintains not only the basin itself but a number of other buildings for experimental purposes.

At Anacostia are the Receiving Station and the Naval Air Station. The camouflage laboratory here has models of bases throughout the world, both our own and the enemy's.

At the Air Station also is the new Photographic Science Laboratory, a $4,500,000 structure embodying the latest word in photographic and motion picture equipment. Here the Navy's motion pictures are developed, and many of them made.

With the admission of Women Reservists into the Navy, quarters for Waves in Washington became another housing problem and there are now many Wave quarters throughout the District. Some are at Massachusetts and Nebraska, near the Navy Communications Annex; others at 18th and G; and some along the Potomac behind the Reflecting Pool temporary buildings.

Other quarters are across the Potomac in Arlington, at Arlington Farms, a large government development which includes quarters not only for Waves but also for government girls working at nearby federal agencies.

Quarters for the Marine Corps Women's Reserve are now established diagonally across the street from the Arlington Annex, and new quarters for Waves are in process of construction now on the hill below the Annex, between it and the Pentagon, as well as across Columbia Pike.

Waves in Washington, as well as all other enlisted personnel assigned to the Navy Department, come under the administrative command of the U. S. Naval Barracks, located in West Potomac Park about one block south of the Lincoln Memorial. The Naval Barracks was established by SecNav on 8 May 1943. Part of the Potomac River Naval Command, it is in itself one of the largest naval commands in the country, covering some 17,000 enlisted personnel, mostly Waves.

For these personnel, attached to 46 different activities in Washington, Naval Barracks handles pay accounts, service records, promotions, demotions, examinations, court martial and captain's mast offenses, and so on. The Barracks also has the administration of all Wave housing units in the vicinity of the District of Columbia, supervising eight different Wave quarters as well as 16 hotels in which Waves are billeted. Male enlisted personnel in Washington "live ashore," in their own quarters; there are no overnight housing accomodations at the Barracks itself.

Most of the buildings required for the Navy Department's expansion were built by the Public Buildings Administration of the Federal Works Agency. Begun in the early 1930s, PBA was formed to consolidate under one agency all maintenance and construction of Federal buildings in the District of Columbia.

For the Navy they built the temporary buildings W and N behind Navy Department and Munitions; also the temporary buildings I, J, K and L across the Reflecting Pool; temporary buildings T-3, T-4 and T-5; Arlington Annex, the Naval Barracks headquarters building along Potomac Park, and the first group of barracks there.

One of the greatest complications of the changes and expansion in Washington has been, of course, the necessity for making them while carrying on the urgent business of supporting the Fleet in war without interruption or inefficiency. It took planning, push and patience, and it meant changing the organization and landscape to do it. But the Navy Department today, rearranged and expanded, is doing the job as "nerve center"; crowded and complex though it must be, it is serving the fleet.

31 Months on Jap-Held Guam

GEORGE R. TWEED, a native of Portland, Ore., was stationed on Guam as a radioman first class, USN, when the Japanese landed there in December 1941. This is the story, told mostly in his own words, of the fall of that U. S. outpost in the Pacific before overwhelming enemy force—and of how Tweed spent the 31 months from then until he escaped to a U. S. Warship in July this year, shortly before the reconquest of the island by Americans (see page 10).



George R. Tweed

"On the morning of 8 December (East Longitude time) about 5 o'clock," he related after his rescue, "I was awakened at home and told to report to the communications office; that the Japanese had bombed Pearl Harbor and Manila.

"It was about 9 a. m. when the first Jap planes came over. They proceeded directly to Sumay, where they bombed the Standard Oil tanks and barracks of civilian construction workers.

"I was sent up that afternoon to a hill in a particular area with a portable radio to maintain communication with the communications office in town (Agana), as the telephone connection had been destroyed. While I was there the Japs came over and bombed and strafed for an hour and 20 minutes.

"On returning to Agana at 2:30 p. m., I was told my house had been bombed. One bomb had dropped in town, and it was on my house."

Before dark on the evening of the second day ships were sighted on the horizon.

"I stayed at the communication office until midnight and then went home to the wreckage of my house. I dragged the bed out of the shattered bedroom and put it back where there was still some roof left.

"The Japanese made a landing about midnight, or in the early morning of the 10th, East Longitude time. I was awakened about 2 a. m., by machine gun and rifle fire but I'd been up so late and was so tired I was foggy and it didn't occur to me what it was.

"About two hours later they had brought field artillery ashore and they commenced using it. That brought me out of bed. I put on my clothes and went toward the communication office.

"The marines fought the Japs street by street, house by house. One squad of marines at the civilian jail had two tommy guns. They fought to the last."

Tweed said the Japs slowly battled their way into the town plaza, arriving before dawn. They set fire to a native house for illumination. Then they started pointblank shelling of the Governor's palace.

"The marines didn't retreat," Tweed continued. "I was at the Governor's palace with a dozen Navy men and about the same number of insular forces, as well as the Governor and most of his officers. This was about daybreak the third day. The Governor issued an order to surrender.

"I wondered what to do. I could surrender or go into the bushes. I went into the bushes. . . . I expected the Americans to come back soon and take the place away from the Japanese.

"The Japanese were in Agana and had set up a machine gun on the street through which I had to escape. I got my car, a 1926 Reo, and started to make a run for it. Once underway, I figured, I could swing away from the machine gun and race up a steep hill toward the bush country.

"As I swung around a corner with my foot pressed all the way down on the accelerator, the Japs opened fire and bullets spattered around the car.

"Later, I met another Navy radioman, and the two of us rounded up what canned food we could find, then drove 10 miles from town. We hid the car in the bushes, took to the jungles and soon met three other Navy enlisted men.

"We ate the food we had and kept out of sight. On Sept. 12, 1942, the Japs grabbed two of our group and killed them. They located two more in a hiding place the following month and killed them Oct. 22."

Tweed doggedly kept ahead of his pursuers, who, he said, were "stupid."

After the first year he gave up hope.

"I felt I would sooner or later be caught," he said. "But I was determined to do my utmost to postpone that day as long as possible."

Tweed moved frequently, hiding in ravines and scaling mountains, always ahead of the Japanese, who never gave up the search. Several times the Japs learned where he was hiding, but each time he managed to elude them.

Finally he discovered a high cliff facing the sea. It was such a barren rock he didn't believe the Japanese would ever look there and locate his cave. The Japanese finally stopped searching for him, apparently believing him to be dead.

He caught rain water for drinking and washing and made weekly nocturnal forays for food. Dreams of American food, especially coffee and bread and butter, all but drove him mad, he said, as he ate insects, rodents, roots and wild fruits.

On 11 June this year the Americans made their first heavy bombing attack on Guam.

Tweed had a good place on the island, from which, on occasion, he could see smoke rising from the port area after an American attack. By deduction he soon figured out that Americans had invaded Saipan.

"At the beginning," he said "our planes came over from the southeast and then they started coming from the north. I figured the fleet was operating up there. And another thing: I saw Japanese planes heavily loaded with bombs flying northward. Then I was pretty certain."

One day he saw an American plane come over low, and he waved and shook his hands together above his head. The pilot saw him and flashed his lights in recognition. Later Tweed was picked up by a warship.

"I got on board and was taken down to the officers' mess room, where they provided me with food. But the first thing I reached for was a slice of bread and some butter. I'd dreamed of it for two years."

He looked out over the sea and saw the task force of which his ship was a part. To the rescuing admiral he said in amazement:

"Where did we ever get such a big Navy?"

The admiral smiled. "This is only a part of it," he replied.

Tweed was uncertain about what clothes to buy. Just before the war he had taken examinations for chief radioman, and he did not want to buy petty officer clothing if his promotion had been approved. The admiral solved the problem. He promoted Tweed to CPO on the spot.

Arriving in San Diego, Calif., to join his family, Tweed found he had changed so much they hardly recognized him. At 41 his hair had turned gray from his long ordeal. He had lost 20 pounds and still was haggard. He spoke slowly, almost painfully, because he had not used his voice for a long period of time when he was alone on the island.

Tweed was never officially declared dead by the Navy Department, but had been listed on the records as "missing in action." After his rescue he received a check for his accumulated pay. It came to $6,207.

GUAM: Americans Return to Lost Pacific Island Outpost To Reconquer First U.S. Territory Taken by Japs



U. S. CRUISER'S GUNS soften up enemy defenses on Guam preparatory to American landings on 20 July.



AMPHIBIOUS TANKS streak across the water toward Guam beaches in the first landing.



Official U. S. Navy photographs

Marines at Agat beach file past upside-down Jap divebomber, victim of pre-invasion raid by Navy planes.



HUNTER: A marine walks along the beach with one of the "devil dogs" used to "point" hiding Japs.



MARINE TANK and riflemen move along island road, forcing Japs farther into the hills.



Official U. S. Navy photograph

NAVY CORPSMAN lifts head of a wounded marine to give him a cool drink from his canteen.



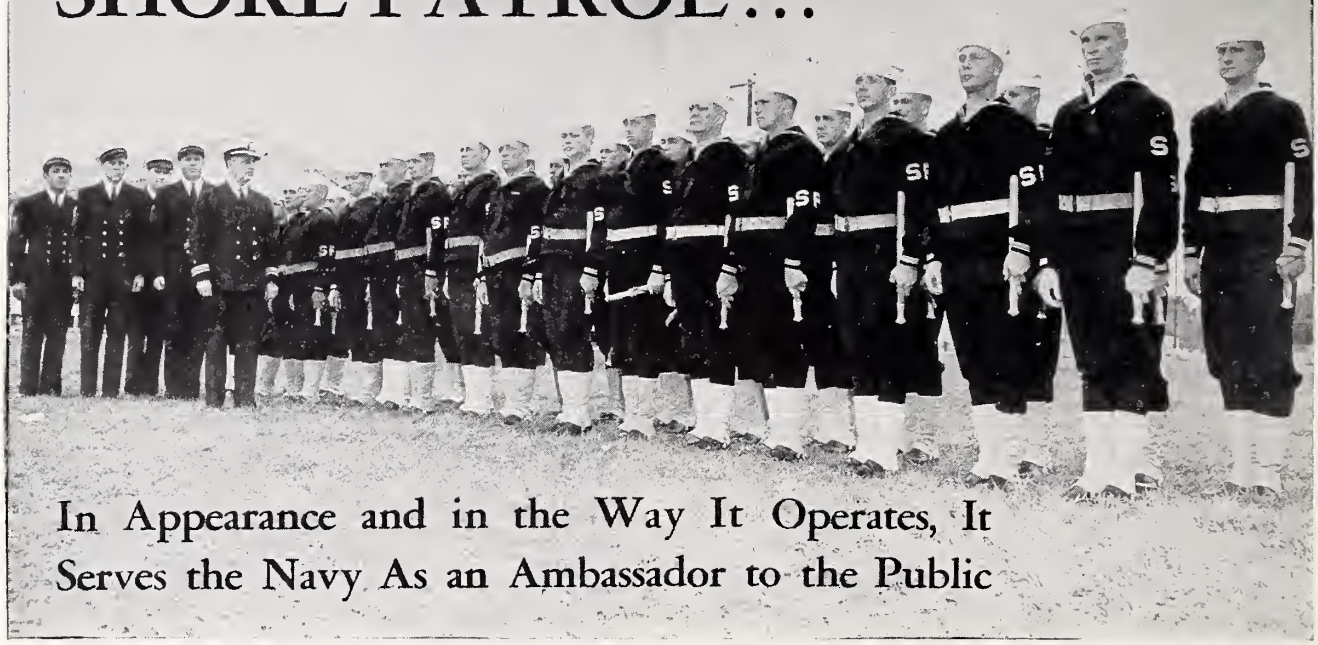
MARINES DUCK as a mortar shell, arching over man visible through smoke, heads toward Jap position.



Official U. S. Marine Corps photographs

HOME AGAIN: Marines are shown after the victory with a plaque ripped down by Japs in 1941.

SHORE PATROL...



In Appearance and in the Way It Operates, It Serves the Navy As an Ambassador to the Public

Official U. S. Navy photograph

GRADUATES of SP school at NTS, Algiers, La., are reviewed by senior Shore Patrol officer of 8th Naval District.

"BAKER Two—Baker Two—Over." The call for Baker Two went out over the radio station of Navy Shore Patrol headquarters. It was Saturday night, and several thousand servicemen on liberty were making an evening of it in one of the best "liberty towns" in the United States, with personnel of the Navy, Marine Corps and Coast Guard in the majority.

"Baker Two," came back the answer, from the driver of a big gray and tan station wagon that served the Shore Patrol as both a scout car and a patrol wagon.

"Go to the parking lot at the —— Hotel," headquarters directed. "Three sailors creating a disturbance."

The man behind the wheel of Baker Two was a tall, husky shore patrolman, who in private life had been a policeman. He swung his car around and quickly reached the parking lot where a crowd of civilians and servicemen were waiting for taxicabs which use the lot for a loading zone.

Out of Baker Two stepped its only passenger, a chief specialist (S) who, like the driver, was also a former policeman. In the Navy, however, their approach and general tactics in performance of duty are far different from in their civilian days.

Three sailors were arguing among themselves about where they were going to spend their liberty, and a cluster of spectators had gathered around. The CPO was in the crowd in an instant.

While the shore patrolman could have barged in to break up the argument, he approached the matter much more reasonably.

"Come with me, men," he directed, quietly taking the sailors aside. The crowd—unable to hear—watched with great interest. The CPO never raised his voice. He talked quickly and softly.

"You boys are giving yourselves and the Navy a black eye," he said. "Now decide sensibly where you're going and then go there."

The three sailors looked at one another, made a decision in an instant, and got in a cab, while the CPO hopped into Baker Two and rolled away.

The civilians in the crowd beamed, and all was well.

This story actually happened. It happens, with variations, regularly, for the Navy Shore Patrol is more than just a police force assigned to maintain good conduct and discipline among personnel of the Navy, Marine Corps and Coast Guard on liberty. It has to do a job with tact and understanding, and with appreciation of civilian problems and point of view.

The men of the Shore Patrol are ambassadors of the Navy to the general public. Well-trained, well-conducted and with a smart military appearance, the Shore Patrol is contributing to a favorable attitude toward the Navy in the streets and public places of the home front. Often the action of a thoughtless sailor is overcome promptly by the fine manner in which the Shore Patrol handles the situation.

Incidentally, it is well to remember that not only the Shore Patrol but *all* men and women of the Navy, Marine Corps and Coast Guard are ambassadors to the general public from their own branches of the service. The task of making sure that naval personnel follow the path of good conduct is not one to be left to the SPs and other police agencies, civilian and military; it starts at home, with yourself.

In other words, you can have a good time without getting into trouble — and the more you keep out of trouble, the better showing your service makes in the public eye.

Wherever naval personnel are ashore on liberty, the Shore Patrol is on duty. It is part of the Navy, and its men know that when they deal with sailors they are dealing with their own shipmates.

The regularly organized Shore Patrols set up in the various naval districts within the continental limits of the U S. are composed chiefly of former law-enforcement officers. They are a trim, snappy, well-trained outfit that does a specialized job on a permanent basis. Most of them are six-footers or taller, distinctive with SP brassards on their arms, night sticks attached to their belts, pants tucked into leggings.

The shore patrolman is even more than the policeman-diplomat who maintains order among Navy men and pleasant relations with the general public. He is a walking information bureau, and he and his headquarters dispense the latest word on where to find recreation or housing, where to report for duty, what to do in a thousand and one cases.

Likewise, each shore patrolman is something of an intelligence officer, and his contribution toward apprehending enemy agents has been quite noteworthy. In the course of his job, he is bound to run into them. When he does, he usually catches them.

Then there are the other routine functions performed by the men of the Shore Patrol. They direct traffic and investigate and report on traffic accidents affecting naval personnel. The Shore Patrol handles crowds at special events and drafts of Navy, Marine Corps and Coast Guard men as they board trains en route to new ships and stations. The patrolmen know first aid, and they know to defend themselves, although they observe a strict policy of never striking back unless absolutely necessary.

How—and how well—this job can be done is shown in many cities where the Shore Patrol has made an excellent record for itself and for the Navy.

For illustration, take the city of New Orleans, La., in which is located the Headquarters of the Commandant of the 8th Naval District. In New Orleans, the Shore Patrol started virtually from scratch, established a training school or boot camp for embryo shore patrolmen at the nearby Algiers, La., Naval Station, and a headquarters station and barracks in the old Naval Brigade Armory on Camp Street in New Orleans. The training school supplied trained shore patrolmen for establishments throughout the 8th Naval District.

Speaking from realistic knowledge of their city, the two daily newspaper publishers of New Orleans, Ralph Nicholson of *The Item* and L. K. Nicholson (no relation) of *The States* and *The Times-Picayune*, are agreed in commending the conduct of naval personnel and the performance of the Shore Patrol there.

"Such good conduct," says Mr. Ralph Nicholson, "is all the more outstanding when you consider the fact that there are no bans on drinking in New Orleans. There are 1,200 liquor stores here and countless hundreds of nightclubs and barrooms. Also, there is considerable gambling here, and these situations combine to make it imperative that visiting service personnel receive proper supervision and assistance where necessary.

"The shore patrolmen are serious-minded young men who know their business and are doing it. They are tactful in their dealings. They swagger a little bit, and I think they should. They are neat, orderly and salty in appearance. I get a little warm glow whenever I pass one of them. The Navy should be proud of the Shore Patrol, and the patrolmen should be proud of themselves."

Mr. L. K. Nicholson takes the same complimentary attitude toward naval personnel in general and the Shore Patrol in particular. The fact that there is an almost complete lack of any complaints against them on the part of the general public is, in itself, a rare tribute, he says.

The New Orleans patrol, composed of approximately 75 officers and enlisted men, most of whom are specialists (S), is organized as a naval unit on lines similar to a police department. A commissioned, warrant or chief petty officer always is on the desk day and night and also operates the short wave radio to the patrol cars. The patrolmen operate on shifts of eight hours or more a day, often 12 hours, traveling afoot or in the cars.

The cars include three two-door sedans, Baker Two, and the gray patrol wagon. All these vehicles are designated "Baker," followed by their numbers, while on the other side of the Mississippi River, the shore-patrol cars of the Naval Station at Algiers, La., are called "Charley."

The air is filled at night, particularly on Friday, Saturday and Sunday, with calls to "Baker One," "Charley One" and so on. The crews never know where their work will take them, or into what kind of an adventure they will be thrust on a moment's notice.

In one month, five vehicles operated by the patrol traveled a total of 9,670 miles.

Operations are not confined just to the business district and the French Quarter. The scout cars go all over the city, to suburban and outlying night spots and to a great amusement park on the waters of Lake Pontchartrain. SPs are aboard when excursion boats ply the Mississippi River. Patrolmen cover the ferry-boat ramps on Canal Street and cross the river by ferry to Algiers and back. Their duty here prevents stampedes in which sailors who lose their balance in the rush might be trampled and injured by their shipmates.

In the French Quarter the streets are narrow, with one-way traffic. Traffic lights often are ignored. Visitors to the bright and dim lights move slowly but nevertheless freely. Occasionally an SP car rolls through the streets in and out and around a sea of nightclubs, some almost hidden among the small buildings that front directly on the narrow sidewalks, buildings with two- or three-foot-thick stone or brick walls constructed generations ago.

It is among these night spots in the French Quarter that the SP renders its greatest service in protecting servicemen. Sanitary facilities often leave much to be desired. The Shore Patrol officers make frequent observations of the area. When conditions are not correct, they are corrected, merely by the SP's power of suggestion.

It is in the dimly lighted rooms or rooms not lighted at all, in the nightclubs and pubs, that servicemen face the greatest danger of assault and robbery. It is just such rooms that the SP spots quickly and insists be properly lighted. Excuses are frequent but unavailing—"the bulb just burned out," "something's wrong with the lights" and so on. While the



Official U. S. Navy photograph

Shore patrolmen (at left and right) on duty on a river excursion boat.

Shore Patrol has no direct authority over the civilian owners or operators all of these know that the patrol has the sympathetic ear of the civilian authorities who are empowered to take the necessary corrective action.

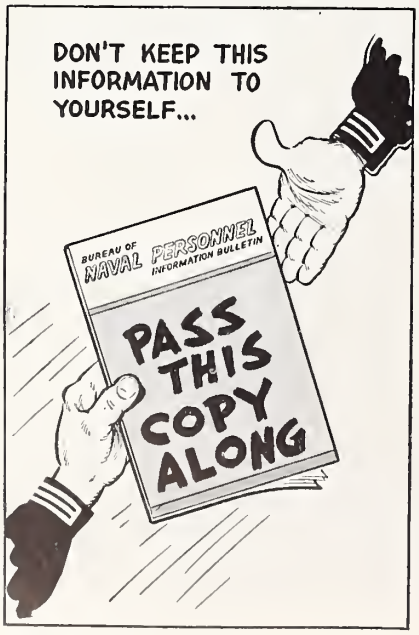
The 8th Naval District Shore Patrol Headquarters at 829 Camp Street, New Orleans, is home and office for most of the officers and men of the patrol. On more formal occasions, they drill and pass in review on the small parade ground in the center of their compound. When they aren't on review, drilling or training, they use the ground for a tennis court.

With the Shore Patrol, neatness in personal appearance begins at home. The building at the back of the compound houses the brig, CPOs' quarters and the station laundry. Every patrolman is his own laundryman. With a washing machine, a washing board and a sink, with a clothesline overhead, he labors every day to keep his uniforms clean. He also does his own pressing at headquarters. These men, who enforce the Navy's uniform regulations in New Orleans, set the pace in being "in uniform."

Most of the patrolmen sleep in their dormitory on the second deck of the old brick armory building, over the duty office. On the main deck they have installed a kitchen and chow hall, which at first served coffee and snacks and now is being used for breakfast, lunch and midnight coffee. There also is a recreation room on the main deck, fronting on Camp Street.

The average shore patrolman in the 8th Naval District has had from five to 15 years of actual civilian police experience and usually is older than the average man in the Navy—38 or more—but nevertheless in the peak of physical condition.

Classes in physical education and judo and other means of self defense are conducted on a permanent basis. Tennis is the favorite of the New Orleans patrol, and tennis tournaments are held frequently.





Official U. S. Navy photograph

Officers and men of Shore Patrol parade smartly in New Orleans.

The training program is geared to qualify the SPs for their many jobs. They study Navy Regulations, Naval Courts and Boards and even conversational Spanish. In New Orleans particularly, they need to know Spanish because of the substantial Latin-American population there, as well as the great number of visitors from Latin-American nations.

One of the greatest contributions to law and order in New Orleans has been the joint Army-Navy curfew, 2400 on weekday nights and 0200 on Saturday and Sunday nights. Shortly before those hours the Shore Patrol makes the rounds of all the nightclubs and dance halls, beer gardens and barrooms, hotel lobbies, theatres, restaurants and streets, quietly suggesting to sailors, marines and Coast Guardsmen that they be on the way to their ships and stations. And it isn't long before the homeward exodus is under way, by streetcar, taxicab, ferryboat and afoot.

"They go pretty peacefully," SP men say. "It is seldom we get any trouble out of them at the curfew hours, and the curfew helps to keep the sailors out of trouble."

Shore Patrol advice to men who are on liberty and out to have a good time is to "spread out their money."

"A sailor can have just as good a time on $10 as he can on $50, and with $50 he can have five liberties instead of one if he watches himself," one patrolman contends. "I know of one seaman first class who carried a roll of $700 in bills. He was rolled for it before the evening was over. He couldn't possibly spend $700 in one evening. What was he doing carrying that much money anyway?"

The Shore Patrol recovered the money two days later and returned it to the sailor, but it is well to remember that the next time it might not turn out so fortunately.

The patrol practices a friendly, protective attitude toward the men of the armed forces. Its policy, where the men and circumstances permit, is to extend a helping hand, to return a man to duty rather than to take him summarily to the brig and pursue all recourses of naval law against him.

The "big brother" attitude must have its limitations, of course, if the Shore Patrol is to maintain discipline and order. Sometimes, men fail to take advantage of the break given them by the Shore Patrol.

One man, for example, became involved in a minor argument with a civilian. The Shore Patrol answered a call to the scene, picked up the man and escorted him to the Canal Street ferry ramp, where he was instructed to return to his station. Had he returned, that would have been that. But the man refused to shove off and berated the SPs. So he was put in the patrol wagon and taken to the headquarters brig, where he was booked on a charge of refusing to obey orders.

Had he complied with orders, he would not have become entangled in the toils of the law.

Civilian authorities frequently arrest naval personnel and turn the men over to the Shore Patrol.

"In the Shore Patrol," the SPs say, "we handle our own shipmates and not civilian criminals. We have to take a lot of guff, and it requires patience. Half the time, the sailors who

talk back to us are under the weather and don't mean what they say. We're trying to keep our fellow sailors out of trouble."

They are pleased that civilians who summon the Shore Patrol to take care of naval personnel are desirous only that the patrol "straighten up the Navy men and get them on their way." The average civilian never wants to see a serviceman prosecuted for disturbing the peace. But the Navy may quite properly feel the necessity for pursuing action. Don't make the mistake of assuming that you will escape punishment if a civilian fails to make a complaint after requesting assistance of the Shore Patrol.

Once in a while, the men who hand out the guff to the SPs realize what a favor the SPs do them. There was the case of a petty officer third class who was engaged in a quarrel with a group of soldiers on a New Orleans street. The PO wasn't happy when the SP sent him on his way, and he wasted no words in telling the SP what he thought about it. But the next day the PO called headquarters, found the SP and apologized for what he had said the night before.

The businessman who takes a few drinks and thinks he can get a policeman's job is the man who makes the civilian policeman boil. But in the Navy, no one can get a shore patrolman's job, as long as he does it well.

The best advice that shore patrolmen have to offer naval personnel is:

1. Don't get drunk. If you drink, drink like a gentleman and stay sober so you can protect yourself from people who might want to take your money or, in an extreme case, your life.

2. Keep in uniform at all times.

3. Remember your liability to civil law. It affects you just as much as military law when you're on liberty. It is too common and too mistaken a conception on the part of naval personnel that they are not liable to civilian authorities for any offenses they may commit.

4. Don't quarrel with shore patrolmen or civilian policemen when they address you, question you or call you down for something you have done. In plainer English, keep your mouth shut. Take orders and do as you are told.

Otherwise your time and your money are your own, and what you do with them is your own business—as long as you stay within military and civil law.

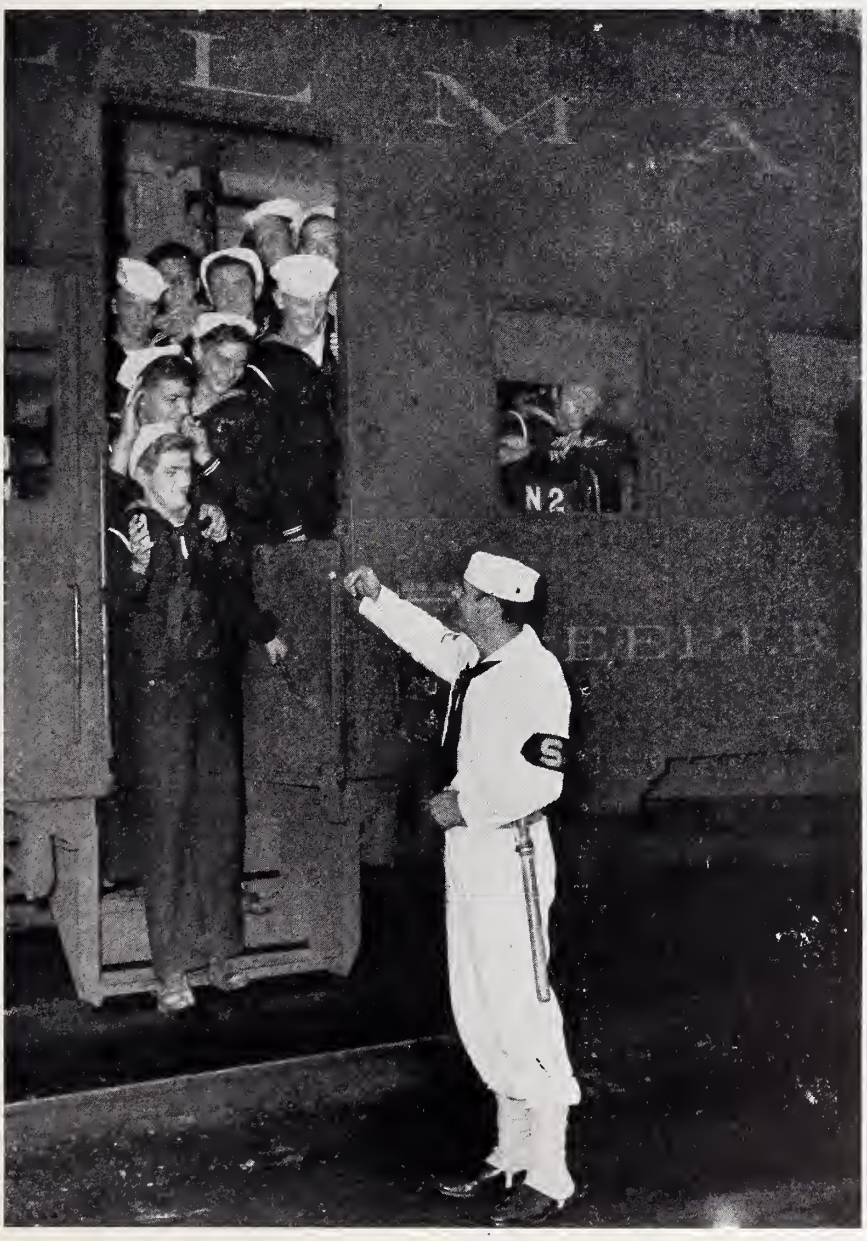
By joint agreement of the Secretary of War and the Secretary of the Navy, issued to the naval service as Alnav 251-42 on 21 November 1942, all service personnel—Army, Navy, Marine Corps and Coast Guard—are subject to the action and supervision of the police branch of any one of the services (INFORMATION BULLETIN, December 1942, p. 33).

The War and Navy Departments agreed that members of the Military Police and the Navy Shore Patrol and officers, noncommissioned officers and petty officers of all the services are authorized and directed to take corrective measures, including arrest, if necessary, in the case of any member of the armed forces committing a breach of the peace, disorderly conduct or any other offense which reflects discredit upon the services.

The Shore Patrol has a policing job to do—but its contribution is even greater.

"After this war is finished," as one Shore Patrol officer puts it, "the men of the Shore Patrol will find comfort and satisfaction in a knowledge that, unsung and unhonored, they participated in saving countless thousands of manhours by guarding men from disease and injury ashore, countless thousands of morning-after repentants from having more to repent, and many, many thousands of servicemen's dollars from the pilfering hands of unscrupulous entertainers of the evening."

And, he could add, the knowledge that, because the Shore Patrol performs in sensible and gentlemanly fashion, it is helping destroy forever the old conception of the sailor and his Navy as a rough-house gang. It is helping civilians see and respect naval personnel for what they really are, a cross section of the best young men and women of the nation.



Official U. S. Navy photograph

Shore patrolman bids farewell to bluejackets after escorting them to train.



Official U. S. Navy photograph

Radio correspondent George Hicks, holding microphone, talks with crewmen of an LST as technician in foreground records the interviews.

Battle Recordings Give Public Ear-Witness Story of Sea War

Combat recordings, which put the public "aboard ship" with the U. S. Navy during the invasion of France, will soon be used for similar coverage of battles to come in the Pacific.

Representatives of the four major American networks used portable recording sets lent by the Navy to bring the story of the storming of the Normandy beaches to the radio audience. It was the first time the networks had agreed to pool recordings.

First of the "canned" battle reports to be heard in the U. S.—a recording made by George Hicks, Blue Network announcer, aboard the flagship of a U. S. naval task force—was played at least six times by every network and innumerable times by individual radio stations. One station played it 17 times. The British Broadcasting Company included the Hicks recording in its home report and short-wave and armed-forces broadcasts. The Canadian Broadcasting Company also carried it.

Hicks made his broadcast right on the deck of the flagship. The sound of diving planes, the burst of antiaircraft shells and the cheers of an ack-ack crew after it downed a Nazi plane were all clearly heard.

Preparations for radio coverage of the invasion began early this year when Lieut. James C. Shattuck, USNR, of the radio section of the Office of Public Relations, arrived in London to dovetail radio coverage with press and pictorial presentation. He was joined later by Lieut. Marvin F. Royston, USNR, who was in charge of the technical side of the recording.

To insure widest possible coverage, each broadcasting company was permitted to assign an announcer-and-technician team to the U. S. naval forces that would take part in the operation, with the recordings of each team to be made available to all networks. Two teams were placed on flagships, another in an APA and the fourth in an LST. This would give a picture of covering, transport and landing operations. Later the teams switched to PT boats, destroyers and cruisers.

Recording machines were lent to the networks by the Navy, and technicians were thoroughly drilled in the use of the sets by Navy engineers. Announcers were also instructed how to operate the recorders in case of emergency.

A few days before D Day correspondents and technicians were called with full equipment and put through final rehearsal. They were summoned in the same way just before the push-off and sealed in ships with the troops.

Each network team carried two recording kits weighing 53 pounds and about twice the size of a portable typewriter. Spare parts were supplied by the Navy.

Through earlier tests made by Lt. Comdr. Charles Dillon, USNR, (INFORMATION BULLETIN, March 1944, page 60) it had been found that film recorders, rather than disc or wire machines, would be the best for the invasion operation.

The film recorder operates on the same principle as the familiar record or transcription machine except that its recording needle presses or embosses grooves in parallel lines on a 50-foot film belt instead of on a disc. The film itself becomes the record and, without processing, can be played back, as on a dictaphone or phonograph, by running a pickup needle along the embossed groove. One film belt can record about an hour and 50 minutes of sound at normal speed.

In contrast to this mechanical process of recording sound on film, recording on wire is done with an outfit that translates sound waves into fluctuations of a magnetic field and records the fluctuations in the form

of altered molecular patterns in a fine wire passed through the field. Still different is the process of making the sound track on movie film, in which the sound waves are transformed electrically into light rays, by means of a photoelectric cell and neon bulb, and photographed.

Navy film recorders operate on 110-volt A.C. When this is not available, transformers, generators or batteries must be used. Use of recorders to report land fighting thus is somewhat limited, since it would be difficult to lug the power supply from foxhole to foxhole. In Normandy when the recording machines were taken from the ships to the beach, mobile generators supplied the power.

The recording sets proved they could really take it. Charles Collingwood, Columbia Broadcasting System announcer, carried his apparatus from an LST to an LCVP and went right up on the beach. During the trip the recorder was doused time and again with spray and salt water. Collingwood was sure it wouldn't work. In fact he said on his recording: "It looks like we owe the Navy Department one recorder." Later on the same broadcast he added: "Gene (Gene Rider, CBS technician) made it work. I don't know how, but he was down there polishing it with his handkerchief. Gene says he doesn't know how he made it work either!"

Other correspondents reported that their recording sets jumped as high as six inches off the deck during fire while making the Channel crossing. One commentator took the film recorder on a bombing mission in a B-26 Marauder and made one of his best broadcasts. Some sets were caked with dust when used to cover landings. Yet all the sets came out of the operation in good condition.

A dispatch-boat service was set up to speed invasion recordings back to southern England. There the films were rushed by motorcycle or plane to Supreme Headquarters Allied Expeditionary Force and turned over to U. S. Navy Public Relations for clearance with censors. The ship to which George Hicks was assigned contacted a dispatch boat immediately after he had finished recording. Twenty-four hours later the broadcast was being heard over every network in the United States.

Censoring is done by running off the original film and re-recording its content on copy, or dub, film. The copy—just as good as the original—is used for actual broadcasting. When a censorable word, sentence or phrase is heard, monitors simply switch off the dub machine until the danger spot is passed. So precise is the process that words—sometimes even infinitives—can be split.

In reporting a certain phase of the Normandy operations, the word "convoy" was censorable. In one of the recordings this sentence was heard: "Reinforcement convoys coming." The word "convoy" had to be deleted, leaving: "Reinforcement coming." To correct the grammar, censors turned off the copy machine just long enough to cut out all but the letter "s" in "convoys." The sentence then read, correctly: "Reinforcements coming."

Eight film recorders were on hand at SHAEF for use in dubbing, editing and censoring. Total recording time of invasion material was about 28 hours on 55 different film belts. Of this, five hours and 10½ minutes were broadcast to the public.

Not only did the combat recordings receive plaudits from radio stations and the listening public, but they also proved to be a morale booster for the men in the invasion armada.

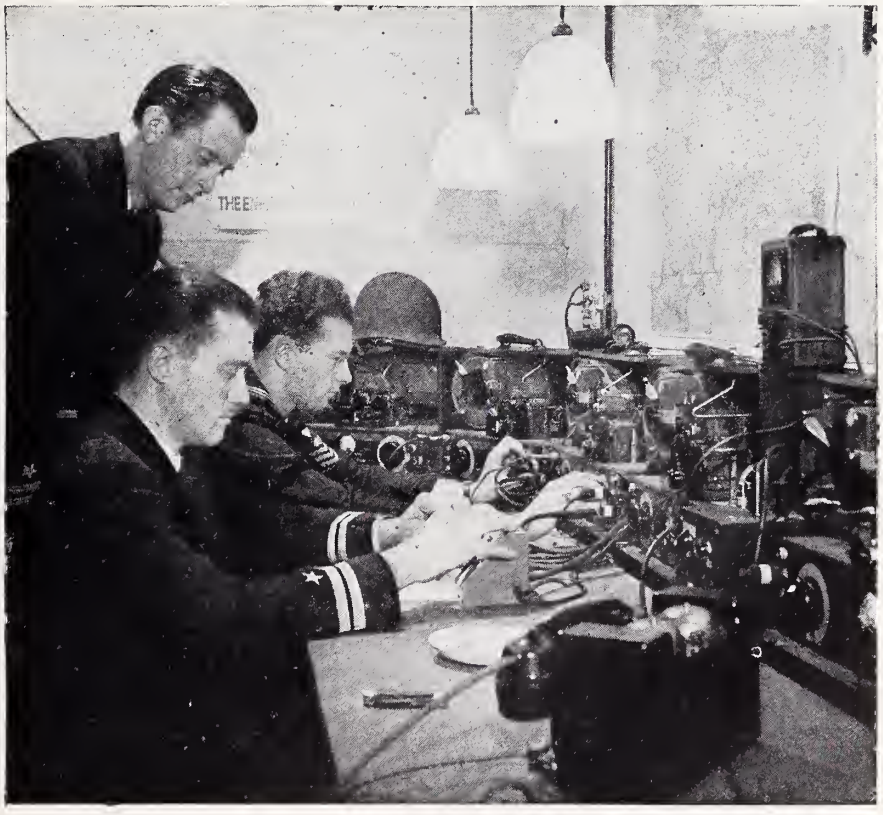
There was great excitement among the crew and the troops when it was learned that a well-known radio correspondent was coming aboard to tell the story of their part in the invasion. Many soldiers and sailors were interviewed on the portable recording sets, and the opportunity for "Hello, Mom" was frequent.

The invasion recordings have since been brought back to the U. S. and safely stored in the Navy's archives. They are now recognized as being essential to the complete documentation of naval history.

Although plans for invasion recordings were formulated early this year, the germ had been planted immediately after Pearl Harbor by the Office of Naval Records and Library. In cooperation with BuShips, Naval Records and Library surveyed the field of portable sound recorders and decided that the film machine would meet the needs most satisfactorily.

The Office of Public Relations, wishing to present to the public an accurate and informative picture of the war, borrowed recorders from Naval Records and Library and sent Lieutenant Commander Dillon and Lieutenant Royston to sea to make tests. Aboard an escort carrier they recorded reports from a destroyer and a plane, as well as the carrier, during a U-boat hunt. Technique and knowledge gained from that operation served as a basis for the European battle recordings.

Wire recordings made by the Marine Corps have provided the radio public's only ear-witness reports of actual fighting recorded so far in the Pacific theater. Now the Navy is planning to take the public along, via the film recorder, on future task-force raids there.



Official U. S. Navy photograph

IN ENGLAND naval officers and radio technician edit invasion report by playing off original recording and copying portions to be broadcast.

The information below and on the next page is based on Navy Department Voting Poster No. 5, which will be in the mails by 1 September to all activities afloat and overseas, as will Poster No. 4, listing candidates for Federal office by states and congressional districts. To find your home congressional district, consult Poster No. 3, which was mailed earlier. For other information on voting, including use of state absentee ballots, see "How and When You May Vote (X)," page 61.

VOTING BY FEDERAL BALLOT

OUTSIDE THE U. S. IN THE GENERAL ELECTION OF 7 NOV. 1944

Members of the Army, Navy, Marine Corps, Coast Guard, Merchant Marine, and persons serving with the American Red Cross, the Society of Friends, the Women's Auxiliary Service Pilots and the United Service Organizations attached to and serving with the armed forces, have rights to vote by Federal ballot.



UNIT COMMANDER DESIGNATES VOTING DAYS

3

WHEN DO YOU VOTE ?

1. You vote on one of the days *after 1 October 44* designated by your Commanding Officer.
2. If you will be or have been away from your unit upon the designated voting days, your Commanding Officer will let you vote at some other time between 2 October and 7 November, inclusive.



VOTER LOCATES HOME DISTRICT AND CANDIDATES ON POSTERS 3 and 4

5

THIS IS WHAT TO DO BEFORE VOTING

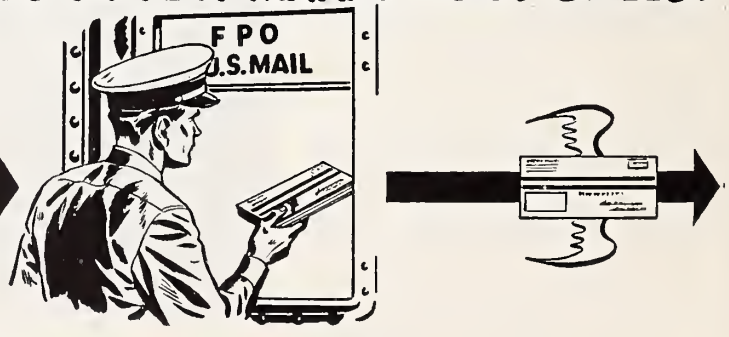
1. Study Poster No. 3 (Map). Find the number of your home Congressional District, so you can pick out the candidates for Representative from your home District on Poster No. 4.
2. Look at Poster No. 4 (List of Candidates). It tells you the offices for which you can vote and the names of the candidates. Decide for *yourself* what candidates you want to vote for. Be sure to get their exact names. If the Poster does not contain the names of all Federal candidates for whom you can vote, use the best information you can get.
3. If there is any instruction or procedure you do not understand, ask your Voting Officer to explain it and he will help you. He will *not* help you in your choice of candidates.
4. A person who cannot read or write because sick, wounded, injured, or for any other reason, should ask his Voting Officer to assist him.

THIS IS WHAT YOU DO AFTER MAKING OUT BALLOT

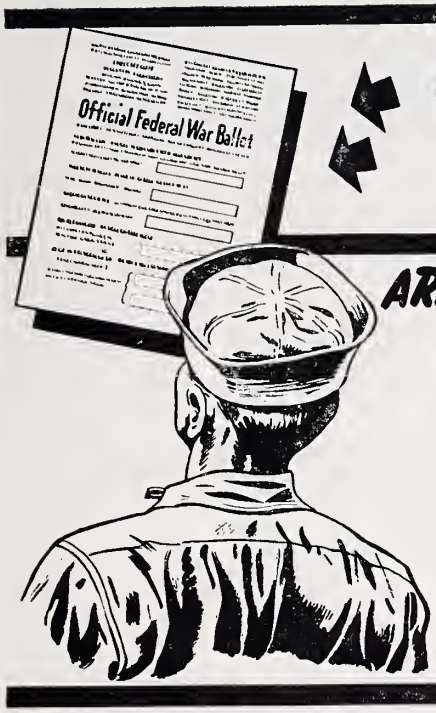


VOTER TAKES OATH

7



VOTING OFFICER MAILS BALLOT ENVELOPES FOR VOTERS



1 WHAT IS A FEDERAL BALLOT ?

The Federal ballot covers only President, Vice President, U. S. Senator, and Representatives in Congress. You will be given an opportunity to vote by Federal ballot, if you are eligible and want to do so, provided that the military situation in your organization does not prevent. You will not be ordered to vote or marched to the voting place.

2 ARE YOU ENTITLED TO A FEDERAL BALLOT ?

You are entitled to receive a Federal ballot only if—

1. Your home residence is in one of these States:

CALIFORNIA	MARYLAND	NEW JERSEY	RHODE ISLAND
CONNECTICUT	MASSACHUSETTS	NEW MEXICO	TEXAS
FLORIDA (a)	MICHIGAN	NORTH CAROLINA	UTAH
GEORGIA (b)	NEBRASKA	OKLAHOMA	VERMONT
MAINE	NEW HAMPSHIRE	OREGON	WASHINGTON

(a) Florida authorizes use of Federal ballot only by members of the armed forces, the Women Air Force Service Pilots, and the Merchant Marine.
(b) Georgia authorizes use of Federal ballot only by members of the armed forces.

2. *And* you are an American citizen, 21 years of age or over (18 for Georgia citizens) on 7 November 44;
3. *and* you will make oath that you applied for a State ballot before 1 September 44 and did not receive it by 1 October 44.



VOTING OFFICER DELIVERS FEDERAL BALLOTS TO THOSE ELIGIBLE AND DESIRING THEM

4 THIS IS HOW TO GET YOUR FEDERAL BALLOT

1. Your Voting Officer will give you a Federal ballot, on your oral request, on the day you are to vote.
2. Before he can give you a Federal ballot, you must state to him that you will make oath that you applied for a State ballot before 1 September 44 and did not receive it by 1 October 44.



6 THIS IS HOW YOU VOTE

1. Get your ballot, inner envelope, and outer envelope from your Voting Officer at the designated voting place.
2. Only voters and voting officials will be allowed close to the voting place, which at all times will be kept free from congestion and confusion.
3. Read the instructions on your ballot. Then follow carefully each instruction.
4. Fill in your ballot in secret.
5. If you spoil or damage your ballot, or make a mistake in writing in a candidate's name, return the ballot to your Voting Officer, who will give you a new one.

1. In filling in spaces on your ballot envelopes, follow carefully each instruction on your ballot.
2. Be sure to fill in each item of the oath on your inner envelope.
3. Address outer envelope to the capital city of your home State. (State Capitals are listed on Poster No. 3.)
4. When your ballot is ready to mail, give it to your Voting Officer. Do NOT mail it yourself.



If you receive a State ballot after you have completed and delivered the Federal ballot to your Voting Officer, you may vote the State ballot. If both ballots are received in your home State in time to be counted, only the State ballot will be counted.

The determination of the validity of your ballot, State or Federal, will be made by local election officials of your home State.



Official U. S. Navy photograph

Members of a Navy photo reconnaissance squadron sit in a tropical downpour to see a movie on Guadalcanal.

The Movies That Make the Rounds

It's a Job Circulating 21 Prints of 300 Productions To 3,000,000 Spectators Scattered Over 196,950,000 Square Miles of Earth

Next to a letter from home, the best morale builder for sailors far from home is a good movie. For a couple of hours they can forget about war, watches, general alarms and dive-bombers. In their mind's eye they're back again in the neighborhood theater, surrounded by all the luxuries and conveniences of home.

Few realize the work and planning necessary to bring that movie to the screen of a battleship in the South Pacific or to an advance base on Biak Island. It's a long journey from the film studio in Hollywood to the Navy Motion Picture Exchange in Brooklyn Navy Yard, and then to a ship in the Pacific or Atlantic. Many things can happen to a few reels of film before they reach the Navy's scattered screens—and if *anyone* along the way fails to do his part promptly, the films are delayed in reaching their ultimate destination.

Selecting, procuring and distributing some 6,000 programs annually, and then seeing that they are circulated so that every ship and station has a new show regularly, is a man-sized job.

The Navy's movie programs are obtained from three sources:

1. Most of those exhibited in the fleet are 35-mm. films (that is, the same type as used in commercial theaters) sent originally from the Navy Motion Picture Exchange located in the Navy Yard, Brooklyn, N. Y.

2. Overseas stations and ships not equipped with 35-mm. projectors get their movie entertainment from the 16-mm. films donated to the armed forces by the motion picture industry.

3. Naval activities within the continental limits have the option of using the Navy service, or of renting pictures direct from commercial exchanges under the Optional Naval District Motion Picture Plan. Since practically all of the Navy exchange prints are required by the fleet, and since commercial prints are available to continental stations under the optional plan, most of these stations use the optional plan. Through it, frequently they can get the newer pictures before they are released to commercial theaters.

The Navy will lease 300 feature pictures this year—250 from the approximately 400 which the motion picture industry will produce during 1944 and 50 carefully chosen old pictures which are being reissued. Pictures are selected as they come from Hollywood.

those considered the least entertaining being passed up.

If you see a poor movie sometime, and wonder why it was selected, here is the reason: only a limited number of film productions each year are outstanding, but because many naval activities run a different show every evening it is necessary to lease at least 300 different programs to meet their requirements. Large first-run commercial theaters, on the other hand, run one picture for a week or more and only use about 50 of the best pictures annually. To get the larger number, the Navy must include B pictures along with the A pictures.

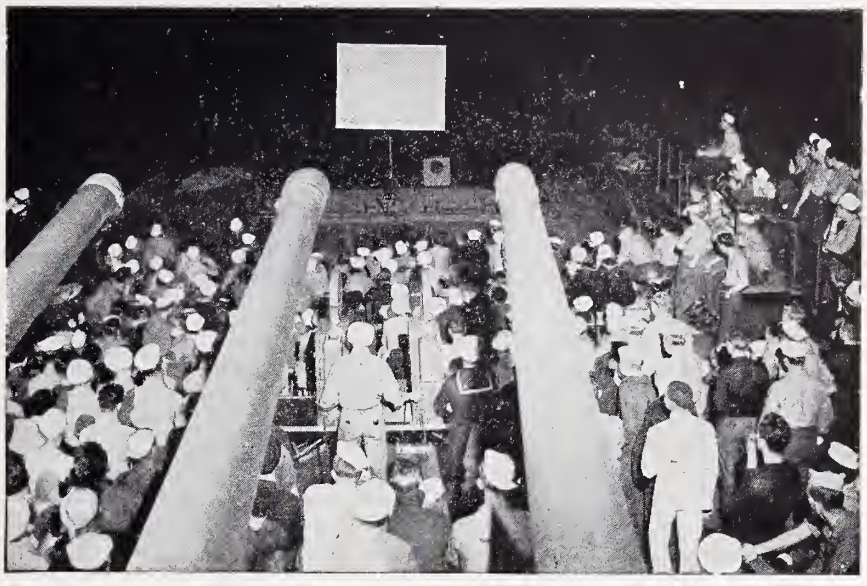
Up until war was declared the Navy took only three prints of each film it leased; now it takes 21, and an increase is anticipated. The number of prints is determined by BuPers from the indications of the various areas as to the need. While there are budgetary considerations, the Bureau has thus far been able to meet all requests in this line and provide the number of prints required. These 21 prints of features, together with short subjects and newsreels, are leased for four years.

Since the Navy's fighting fronts encircle the globe, prints of each picture are sent out on circuits and are circulated so that every ship and activity in a particular area has an opportunity to exhibit every picture the Navy has leased. The films for distribution to the fleet and offshore areas, after being purchased and serviced by the Navy exchange, are forwarded to the appropriate fleet service commands for distribution within their commands.

It is the responsibility of the service commands to see to it that the films are kept moving within the circuits which they have set up. If someone holds a film instead of passing it on, he is responsible for the condition which sometimes does exist: films getting old before they are seen. It is a down the line responsibility in which all hands who have anything to do with it must share.

A picture has been known to take at least five years in making the rounds because a few ships retained it for a month or so before passing it on to the next ship in the circuit. If your movie tonight is old, blame it on those who have unduly held it up. You can pretty well fix the blame by looking in the program record book which accompanies every film. In this book is noted the ship or station where the picture was shown, the date exhibited, the condition of the film, etc.

Take for example the picture, "Partners in Crime," which was released 27 April 1938. It started out in the USS *Texas* on 9 May 1938 and moved along pretty well for a year or so. On 29 June 1940 the picture was shown in the USS *Asheville*. The *Asheville* kept the picture until 20 July and exhibited it again. Then the picture was given to the USS *Mindanao*, which showed it 4 August and 18 September, then sent it back to the *Asheville*, which exhibited it for the third time on 26 October.



Official U. S. Navy photograph

Crewmen watch a movie showing on the after deck of a U. S. cruiser.

Six days before the Pearl Harbor attack the movie was shown on Midway Island, so there is an explanation for the fact that it wasn't exhibited again until 12 May 1942 in the USS *Lassen*. As the result of a few delays like this, "Partners in Crime" didn't complete all the circuits and get back to the Navy exchange until May 1943, just five years after it started out.

Shore stations within continental limits subscribing to the Navy exchange service are assessed 30¢ per man per month, or at the rate of $10 per program. This usually is paid from welfare and recreation funds or from ship's stores profits. During wartime, no charge is made for films distributed to ships or stations outside the continental limits.

Certain restrictions upon audiences are imposed by the terms of the Navy's contract with film distributors. Movies cannot be exhibited commercially or to civilians, excepting families of personnel attached to stations, civilians residing within naval stations and casual guests aboard ships or at stations. The contract also provides that pictures may not be shown before the date specified by the producer at shore stations or in places where they would compete with commercial theaters, although pre-release films may be shown on board vessels outside the continental limits. This means that a picture might be screened in a battleship in the South Pacific before its premiere in New York or Hollywood.

Timeliness is not so essential for feature production (except, of course, no one wants to see again most movies he saw before he left home). If a movie has not been seen before, it is enjoyed even if three or four years old. But some comments reaching BuPers have indicated that men in the fleet dislike newsreels that are six months or a year old, and would prefer that musical shorts or cartoons be substituted.

Although newsreels had been dropped once from Navy programs, they were reinstated about two years ago at the request of the fleet, and they will be replaced by short subjects if that's what the majority of the customers want. It would be impossible to keep newsreels current in ships and bases thousands of miles from the U. S. without having hundreds of prints. Since film appropriations are strictly budgeted, spending so much money for this would mean that fewer feature productions could be obtained.

Plans are now under way to reissue 50 productions that were tops during the last few years. It is believed that some of these old films will be more entertaining than some of the B types being produced today. A revival of "It Happened One Night" recently proved extremely popular among service personnel in Italy, even though Claudette Colbert was wearing bangs.

The second source of pictures for naval activities afloat or outside the U. S. is the 16-mm. films distributed through the Army Overseas Motion Picture Film Exchange. These are in general the same programs handled by the Navy exchange, but on smaller size film. Most of them are new pictures.

The War Activities Committee of the motion picture industry volunteered soon after the war started to provide these prints for exhibition in overseas theaters of operation. On 17 June 1943, by BuPers letter Pers 2217 MT, S85-1 addressed to appropriate commands, this service was made available to the Navy, Marine Corps and Coast Guard. Although basic dis-

tribution is made by the Army, as a convenience to the movie industry, the Navy has equal access with the Army to all these films. This is in keeping with a joint statement of policy by Secretary of the Navy Forrestal and Acting Secretary of War Patterson on 5 July 1944 (N.D.B., 31 July 1944, 44-216).

These 16-mm. films are given with the stipulation that they be used only by units afloat or overseas which do not have 35-mm. projector equipment. Naval, Marine Corps or Coast Guard activities may obtain these 16-mm. films from the Army's overseas exchange located at Casserte, Italy; Cairo, Egypt; Fort Richardson, Alaska; Brisbane, Australia; Narsarssuak, Greenland; Reykjavik, Iceland; St. Johns, Newfoundland; London, England; Hamilton, Bermuda; Quarry Heights, C. Z.; Honolulu, T. H.; Suva, Fiji; Noumea, New Caledonia; New Delhi, India; Port of Spain, Trinidad; Teheran, Iran; Port Moresby, New Guinea; Edmonton, Alberta, and San Juan, P. R.

No eligible activity should be without this service merely because of difficulty of access to one of these exchanges. Under the Joint Statement of Secretaries of War and Navy arrangements can be made with the nearest Army activity.

Probably the motion picture industry little realized what it was getting into when it offered to donate these 16-mm. prints to the armed forces. It started in by furnishing a small number of prints, but the total has gone up as more of our armed forces have been moved overseas. Today the motion picture industry is giving 79 prints of three productions a week to the armed forces. These 156 productions a year run into millions of feet of film and probably cost the industry well over a million dollars annually.

From the start of this program until 29 July 1944, the motion picture industry had donated 17,362 prints of feature pictures and 21,977 prints of short subjects, to meet the requirements of the armed forces.

A program consists of a feature picture, at least one short subject, plus a specially edited newsreel.

Among the new 16-mm. films that GI'S soon will be seeing in France, India and the South Pacific are: "Casanova Brown," "Mr Skeffington," "Mr. Winkle Goes to War" (*not* a war picture), "Take It or Leave It," "Candlelight in Algeria," "The Falcon in Mexico" and "The Port of 40 Thieves." Some of these movies have not yet been released in the States.

Under the optional plan promulgated on 28 August 1943, all naval activities within the continental U. S. may procure movies by direct booking contact with the nearest commercial exchange. They can select any program available.

To obviate unfair competition with neighboring civilian theaters, the movies they show cannot be advertised or exploited outside the station, and attendance is restricted to military personnel, members of their household, civilians residing within the limits of reservations and casual guests. An admission fee, not to exceed 10¢ may be charged under this plan.

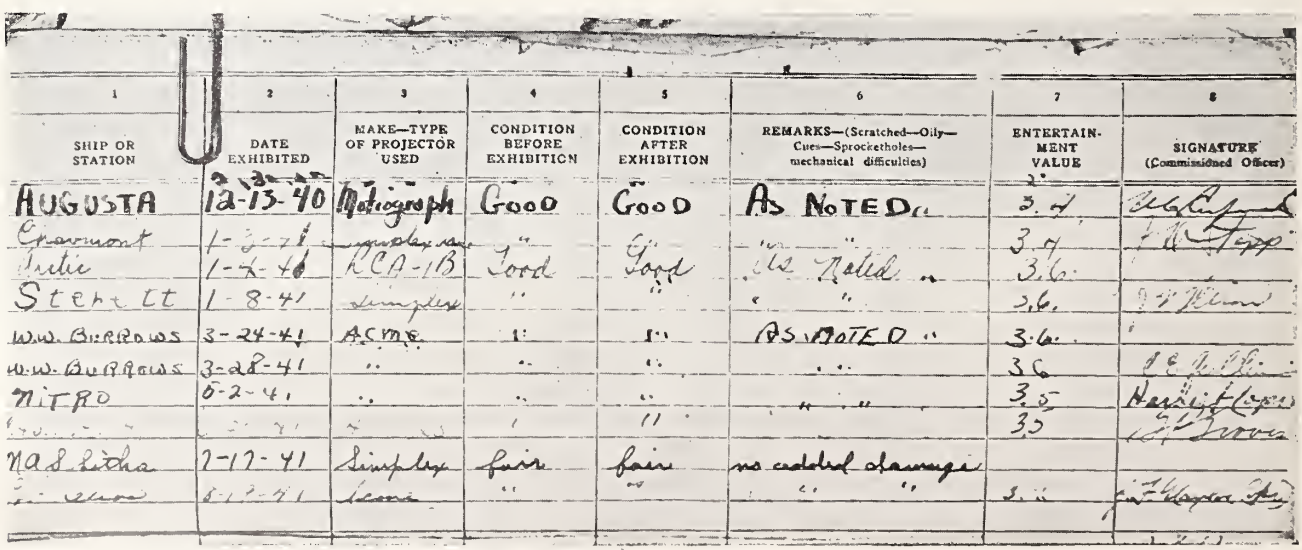
The rental fee on films obtained from commercial exchanges under the plan varies from 20 to 40% of the actual or mythical admission fee, or a minimum of $7.50. In other words, a station theater may decide not to charge any admission but it must pay a rental of from 2 to 4¢ for every person attending the show. The percentage is based on the class of picture, with top productions usually calling for a 40% rental fee. Pictures rented for 20% may be used as double features, with the rental on each being reduced to 12½%.

Short subjects are priced by the reel, varying with the theater gross and whether in black-and-white or in color. The optional plan has the advantage of making available to all shore stations the same service, whereas previously none but the larger stations could afford the cost of direct rental. Details of the plan are found in BuPers letter, Pers-2231-OH-S85-1 of 28 August 1943, addressed to the commandants of all continental naval districts and other appropriate naval commands.

Projection equipment is procured and installed in new stations and ships by BuShips. Most vessels, from destroyers up in size, have the standard 35-mm. projector. Smaller vessels which do not have the 35-mm. but which have the 16-mm. equipment can use the film donated by the industry.

Besides supplying the movies, the Navy Motion Picture Exchange also conducts the training of the operators. The only qualified operators recognized by BuPers are graduates of the Sound Motion Picture Technicians' Schools in Brooklyn Navy Yard and at the Naval Training Center, San Diego. The course covers eight weeks and the curriculum includes theory of light, physics of sound, accoustics, electricity and practical workshop and operating practice.

Because of a shortage of qualified operators, commanding officers have been given blanket authority to use the temporary services of any personnel deemed sufficiently competent, pending availability of qualified graduates. However, the authority was granted reluctantly and only because it was necessary. Abuse of the privilege—using an untrained operator—may ruin a picture or damage the film so that some ship is denied the use of it for weeks while the film is being repaired. And if many prints are lost



1 SHIP OR STATION	2 DATE EXHIBITED	3 MAKE—TYPE OF PROJECTOR USED	4 CONDITION BEFORE EXHIBITION	5 CONDITION AFTER EXHIBITION	6 REMARKS—(Scratched—Oily—Cues—Sprocketholes—mechanical difficulties)	7 ENTERTAINMENT VALUE	8 SIGNATURE (Commissioned Officer)
AUGUSTA	12-13-40	Motiograph	Good	Good	As Noted	3.4	
Governor	1-3-41	"	"	"	"	3.7	
Tutie	1-4-41	RCA-1B	Good	Good	As Noted	3.6	
Stewart	1-8-41	Simplex	"	"	"	3.6	
W.W. BURROWS	3-24-41	ACME	"	"	AS NOTED	3.6	
W.W. BURROWS	3-28-41	"	"	"	"	3.6	
NITRO	6-2-41	"	"	"	"	3.5	
						3.5	
NAS Litha	7-17-41	Simplex	fair	fair	no added damage		
	8-12-41	Acme	"	"	"	3.4	

PROGRAM RECORD BOOK of the movie "Partners in Crime," bearing evidence of lapses up to two months between showings, illustrates why films sometimes take a long time to get around.

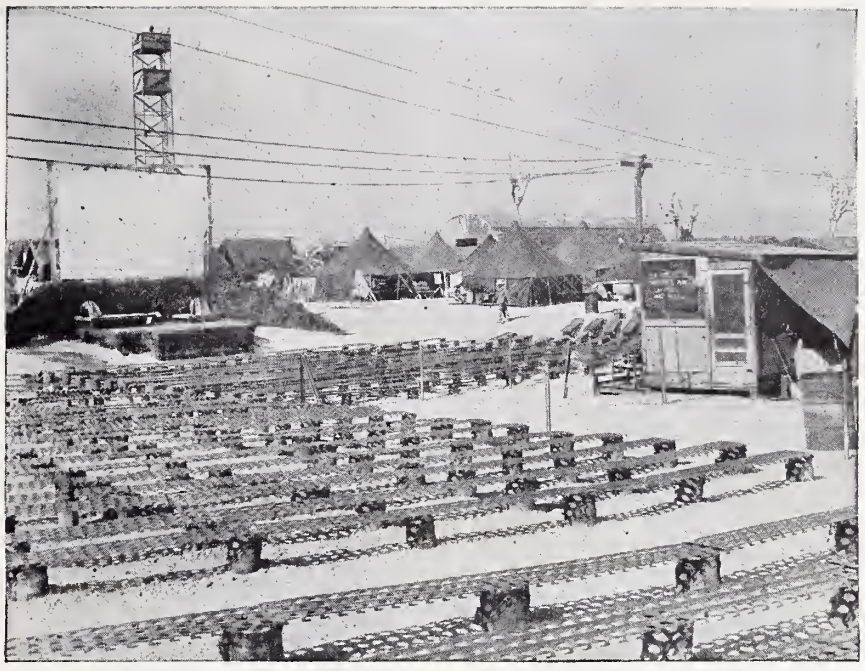
by unskilled handling, it may even cut into the number of films available.

When a film is lost or destroyed the commercial distributor must be reimbursed. The Navy Motion Picture Service is required to furnish an affidavit covering the circumstances surrounding the loss or destruction of any film, it has issued, to insure that the print furnished the Navy did not fall into unauthorized hands. In the event of loss or damage to a 16-mm. film while in the possession of a naval unit, a complete report must be made, via official channels, to the officer-in-charge of the Army Overseas Motion Picture Service, with an information copy to BuPers.

To determine what types of movies the men prefer, a naval officer recently asked about 7,000 men at a naval station in the Southwest Pacific to give their first, second and third choices of 10 types of films. The result showed an overwhelming preference for musical comedies, followed in this order by dramas, sports pictures, light comedies, mystery pictures, westerns, slapstick comedies, war pictures, cartoons and short subjects, and educational and propaganda films.

Other comments received showed that the men don't mind seeing a good old picture for a second time; that they like all pictures in technicolor; that they especially desire to see Bob Hope and Bing Crosby pictures. Many said that "pictures should have a happy ending." Others commented that good pictures are always desirable, even if they are war pictures. Many thought that Deanna Durbin pictures are "swell."

Among the other favorite feminine stars are Betty Grable, Rita Hayworth, Ginger Rogers, Alice Fay, Ginny Sims and Betty Hutton. Besides Hope and Crosby, they like Spencer Tracy, Jimmy Cagney, Clark Gable, Humphrey Bogart, and Abbot and Costello.



Official U. S. Navy photograph

Metal landing mats serve as seats of movie theater on a Marshalls atoll.

Although every effort is made to provide the type of entertainment desired, it is recognized that there may be complaints about the type of movies being exhibited at naval activities and about the slowness which such films arrive. If the complaint is sent through official channels proper results will come, presuming, of course, the "beef" is justified. Any unsatisfactory service should be reported through the chain of distribution in order that each activity responsible has an opportunity to observe the difficulties experienced and to take corrective action. If you get your pictures from a subexchange in the South Pacific and make your report of unsatisfactory service through channels which do not include that subexchange, the effort to correct the difficulty may fail, since the subexchange you have bypassed may be solely responsible.

Movies, whether good or bad, are indispensable entertainment. Flicker tastes are bound to differ and the Navy will probably never have a movie bill-of-fare that pleases everyone—but it will never stop trying.

I-WITNESS

Clearing Normandy Obstacles

The following account of one phase of the Allied invasion of France was written by an officer of a U. S. Naval Combat Demolition Unit. (See letter, "For Those Who Died," page 36.)

Our mission was to land on D Day, H Hour, and remove obstacles placed in the water by the enemy to keep our invasion craft away from the beach or blow them up as they came in. My crew of eight men and myself, together with five Army men, were in the bow of an LCM. In the stern were 18 Army engineers. We also had aboard an ample supply of explosives and equipment.

As we came within sight of the beach, the water around the obstacles appeared to be about waist deep. When we were about 200 yards out, an 88-mm. shell hit the stern of our craft, taking off the ramp and part of the port side together with most of the Army engineers, blown to bits. For a split second our two machine gunners opened fire—then, in the time it took me to look up, disappeared. The coxswain also was blasted from his station. As the force of the explosion turned the LCM broadside to the beach another 88 went through both sides about midship and exploded in the water.

The Germans kept spraying us with machine-gun fire, so I ordered what men were still alive overboard. They swam out to sea in spite of the machine-gun bullets spattering all around them. I hope to God they were picked up.

Our LCM was right among the obstacles now—irregular rows of wooden poles about 16 inches thick and 12 to 18 feet high, all mined on top—but, with our motor idling and the tide working strong to the port side, was soon swept clear. Each time we faced the beach, however, the Germans turned the machine guns on us. By then only two men on board were still living, besides myself. After opening and dumping the cans of gasoline in the bow, we lay still in hope that the enemy would think us dead and cease firing.

After a while the LCM scraped bottom, and I made a dive for the cliff on shore with my two men following me, one shot in the legs. We dug into the bottom of the cliff for protection against the hand grenades the Germans were dropping over on us. Soon, realizing that we were still alive, they drew back and directed heavy fire against the top of the cliff, caving it in on us. One of my men suffocated to death, and the other two of us were dug out some two hours later.

After regaining strength, we crawled along the beach—which by this time was littered with dead—until, by noon, I had located several demolition men from other crews. At receding tide we went to work, still under machine-gun fire, to clear a 100-yard gap through the obstacles. The job took several days—and nights. I was evacuated from the beach on D plus 7.



Submarine Stories:

The Care and Feeding Of Torpedoes

By John N. Thornton, TM1c, USN

RUDYARD KIPLING ought to be the favorite author of all torpedomen, for once he wrote these lines which capture, I believe, all the intensity of a torpedoman's feelings:

When you have been shown lovingly over a torpedo by an artificer skilled in the working of its tricky bowels, torpedoes have a meaning and a reality for you to the end of your days.

A submarine torpedoman lives in close union with his torpedoes. He bunks with them; he babies them, toils over them, pets them, attends to their minor ailments, repairs them, pampers them, writes his wife's or his sweetheart's name on them and finally sends them out on their own—on what he hopes will be a true course.

Perhaps this comparison is far-fetched, but I believe a submarine torpedoman bears the same relationship to his torpedoes as a mother robin does to her nestlings. Both lavish loving attention upon their charges in the early days, but neither wishes to keep the brood in the nest forever.

Like Mother Robin, a torpedoman wants to see his nestlings making their own way in the world. He is never so happy as when the forward and aft torpedo nests are empty. Parting, even after the closest of associations, is never difficult.

And when Mother Robin sends her fledglings forth, her heart probably quavers with wonderment and doubt. She wonders if their wings are strong enough and if it is the proper time to send them forth.

Similar doubts often assail the torpedoman at the last moment. He wonders if all the myriad of precise adjustments have been made, if the air pressure has been properly maintained, if the gyro will get its proper spin, if the torpedo will hold its true depth and course.

Once the torpedoes have left the tubes, he waits almost with bated breath until the distant explosions tell him that his patient care has not been lavished in vain.

The attachment of a torpedoman to his torpedoes is difficult to describe. First of all, a torpedoman knows that the torpedo is the most complicated and most versatile projectile of modern warfare. It is itself virtually a self-contained submarine in miniature, with over 5,000 parts and some 1,200 assemblies.

Torpedoes can perform such wonders that, to the mind of an imaginative torpedoman, they begin to possess life and personality. Surely they are more than just machines.

Just as an ardent radio fan, upon hearing Charlie McCarthy telling jokes, unwittingly lends himself to the belief that there is a real Charlie, so a torpedoman can believe almost implicitly in the personality of a torpedo.

He soon learns a torpedo's whims and moods. Perhaps that is why some torpedomen bestow loving names on their torpedoes. This one will be "Minnie" and that one "Clara." Another will be "Pickle Puss" and still another will be "Brown Eyes."

A hint that torpedomen do believe in the personalities of their torpedoes is unconsciously contained in the fact that the names given to torpedoes are always personal. A torpedo may be "Katrinka" or "Dorabelle," "Cutiepie" or "Ginger"; but I have never heard of a torpedo given a name like "Busman's Holiday" or "Stroke of Doom."

Not that those names are always written on the torpedoes as the airmen write such names on their planes. Sometimes the names exist, half formed, in the mind of the torpedoman. They may never even be spoken; or one torpedoman will call a certain torpedo "Loraline" and another tor-

pedoman will call the same fish "Pasty Puss."

There are times when the names will be scratched on the afterbodies or tails with a piece of chalk; but usually the names scratched on are the names of wives or sweethearts. It is all part of a curious game we play. To some torpedomen every torpedo is "Betsy"—or perhaps "Patsy" or "Sally."

Frontiersmen used to have affectionate names for their favorite rifles, and I guess that the naming of torpedoes is perhaps a hangover from those or earlier days.

Only a submarine torpedoman knows the feeling of starting out on a war patrol with a torpedo room crowded with fish. The moment the submarine leaves port, these torpedoes become a part of his life. He sleeps over them or beside them, never giving a thought perhaps to the explosive wallop which each one packs away in its sleek lines. Instead he thinks of his torpedoes as almost-human machines which answer to his caresses and are properly thankful for their rations of alcohol, oil and air.

Each torpedo is as carefully groomed as if it were a racehorse about to be called to the post in the Kentucky Derby. Torpedomen know that every time a torpedo is fired the issue at stake is much more important than any derby.

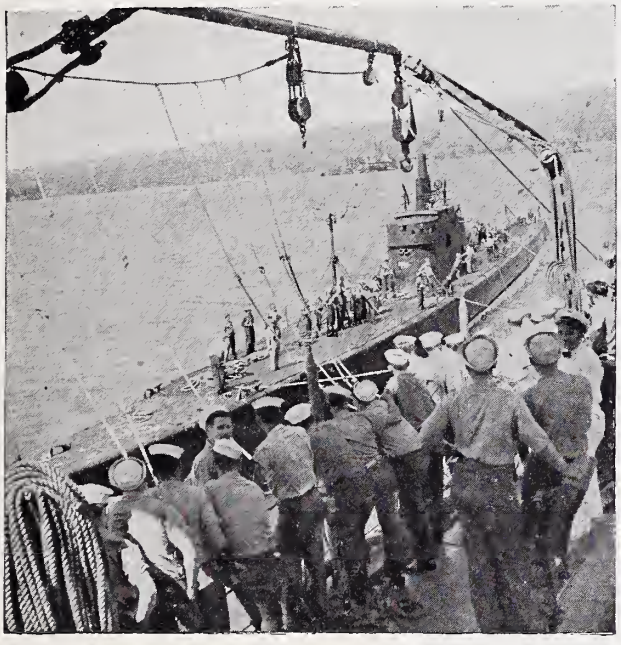
Each torpedoman is anxious to have the torpedoes he handles perform well. In fact, although a submarine has a close-knit, smooth working organization, there is, nevertheless, a spirited competition between the forward torpedo room and the aft torpedo room.

On one of the submarines to which I was attached, we used to paint little Jap flags on the breech doors of the torpedo tubes as soon as an attack was over.

On this sub there was a machinist's mate who was something of an artist. The word would hardly have come from the conning tower or the bridge about the success of the attack before he would be putting on the flags.

The men in the forward room would always crow if their torpedoes ran better than those in the aft room, or vice versa. As a result of this friendly competition, it was an assured thing that every torpedo was kept in tiptop form.

'We Brought the Gold Out of Corregidor'





Official U. S. Navy photographs

USS *Trout draws alongside waiting cruiser . . . And transfers treasure saved from the Japs.*

In February 1942 a U. S. submarine, operating under the muzzles of Japanese guns, removed $10,000,000 worth of gold and other valuables from Corregidor Island in Manila Bay. It can now be revealed that the submarine was the USS Trout, *reported in Navy Department communique No. 532* (*see page 44*) *to be overdue from patrol and presumed to be lost. The author of the article which follows, Ens. Maurice L. McConnel,* (*HC*) USN, *was a chief pharmacist's mate in the* Trout *when she saved the Philippine treasure from the advancing Japs.*

When Jason, in ancient mythology, brought home the golden fleece, I can't believe that his crew were any happier than we were when the USS *Trout* brought the gold from Corregidor. It was like a rift of hope amidst sad days.

The knowledge that we had $10,000,000 in gold stored in our magazine, and the sound of silver pesos jingling in their sacks, made us feel that the *Trout* at the time was the most important ship in the fleet.

Being near to all that wealth made the men dreamy-eyed at first. I remember how we used to pretend that we were at Monte Carlo, using silver pesos—a thousand to the bag—as poker money. Fortunes were won and lost, all in fun.

But after a while, we took our "banking account" very much as a matter of fact. And it did not prevent us from having an otherwise successful patrol: before we transferred the gold to a U. S. cruiser at sea, as planned, we sank two ships.

We had given most of our stores of food away at Corregidor to the poor hungry folk marooned there while the Japs pressed closer. That meant we had virtually nothing left but rice, powdered eggs, macaroni and spaghetti.

It got so that the men could hardly eat the fare, but they pretended all the time that it was wonderful. When we heard that our chow was down, we'd rush for the mess tables as if we were having steak, and we'd say: "Oh, boy, rice!" and, "No seconds, fellows."

After that patrol, whenever a *Trout* man met another, the greeting would be: "Hello, you goldbricker." But the word had obtained a new connotation for us.



Navy Divers

Work Ranges From Destroying Vessels To Salvaging Them

Clambering over strange ships in total darkness—blasting, searching, cutting, welding many feet below the surface in uncharted harbors—the Navy's deep-sea and salvage divers are successfully combatting the underwater "scorched earth" strategy of the enemy.

Retreating enemy forces, especially on the European battlefronts, have made every effort to block harbors and channels with scuttled craft that could not run the gantlet of Allied naval attack. They also destroy cranes and buildings and pile other debris in the water in an effort to halt or delay ship movements.

Navy salvage officers frequently accompany the first waves of an invasion force. It is their job to survey ship damage in the harbors and channels and along the waterfronts, so that clearing operations may promptly get underway. When success or failure of a military campaign hangs upon rapid delivery of men, heavy guns and other equipment, this clearing job is of the utmost importance.

Navy divers sometimes cut or blast the sunken hulks to pieces to get them out of the way; or the scuttled ships may be dragged to deeper water and sunk so they will not become a hazard to navigation. If still usable, and salvage is not too difficult, they are raised and put into service.

On the Normandy beachheads Navy combat salvage units, including divers, worked under fire to keep traffic channels clear of damaged craft and make on-the-spot repairs.

Divers are sent down under fire only in case of extreme urgency. The CO of one salvage unit in France always asked for volunteers when an unusually hazardous job had to be done. "The only trouble," he said, "was that every one of my men volunteered every time."

One diver had a close call while trying to get a strap under the stern of a sunken LCI(L) off Cherbourg peninsula. As he was digging in the sand the vessel suddenly rolled over on her side and fouled his lines. Though he was immediately hauled up, the fouled lines would let only his head come above the surface.

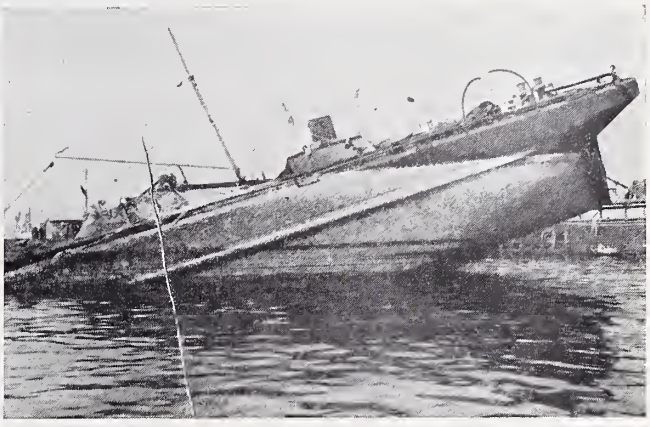
The tide was rushing in, and the

Official U. S. Navy photograph

AT LEFT: Diver's lesser difficulties include moving against resistance of water while wearing 190 pounds of gear.

Clear Out Captured Harbors





Official U. S. Navy photographs

Salvage unit works on oil barge sunk in Naples harbor . . . Water marks on stern show operation's progress.

water was slowly creeping up over the "anchored" diver. Men on the salvage ship quickly secured lines about the diver, cut his own fouled air lines, hauled him aboard and opened the front window of his diving helmet so that he could get air. He struggled out of his suit unharmed.

Diving is trying enough when a diver has only the usual dangers of the deep, such as fouled lines and floating debris, to worry about. When he has mines, live torpedoes, depth charges and exploding ammunition ships to contend with, his work becomes one of the most hazardous of wartime assignments. And working under water is eight times slower than on the surface.

The Germans, on several occasions, have placed booby traps aboard scuttled vessels in Italian harbors, but without great success. This constant threat forces Navy divers to be doubly cautious, however, and further slows their work.

Then, too, a diver frequently finds himself at the bottom of the sea as enemy planes bomb or strafe a harbor, or long range guns lob their shells from nearby hills at Allied shipping. At such times a diver cannot hurry his ascent, because of the danger of caisson disease or the "bends," and becomes one of the last to reach shelter.

Lieut. Cyril R. Wrew, (CEC) USNR, of Waukegan, Ill., commanding a Seabee diving unit in the South Pacific, recalls one such incident when a diver was sent down to retrieve a disbursing officer's safe:

"After a two-hour search, the safe was located in 132 feet of water at the bottom of a coral slope. The diver secured a line to the safe and we started to raise him slowly. Just then the air raid alarm sounded, and every ship in the harbor—except ours—moved out. It took some 40 minutes to raise that diver and get the diving boat to shore. We really sweated it out, with only the guns on shore to protect us against possible enemy attack."

William N. Ritchie Jr., MoMM1c, USNR, of Melrose, Mass., wrestled with two live torpedoes while working on the bottom of an Italian harbor. Protruding at a dangerous 45-degree angle from the tubes of a sunken German E-boat, the torpedoes had just been rigged for raising when Ritchie noticed oddly acting bubbles. Fearing that the torpedoes might go off any minute, he immediately cut the surface lines and "swallowed hard."

The air bubbles (possibly from a type of torpedo propelled by compressed air) started up, then stopped. Ritchie breathed a sigh of relief and went on to complete his work.

Paul E. Landry, CM1c, USNR, of Fall River, Mass., worked on salvaging the *Lafayette* (the former French liner *Normandie*) in New York, then went abroad. One day while working on the sea bottom in an Italian harbor he was tossed around like a cork when an ammunition ship several hundred yards away exploded, but was uninjured.

At one captured Italian seaport, Paul F. McDonough, M1c, USNR, of Dover, N. H., was working on a sunken German tug. Topside, Lt. (jg) Walter J. Diamondstone, USNR, of Pittsburgh, Pa., was directing operations. Suddenly he saw a ship bearing down on the diving barge. Attempts to signal the ship away were futile. Keeping the excitement out of his voice, Lieutenant Diamondstone instructed McDonough to blow himself to the surface.

Just as McDonough reached the surface, the ship crashed into the diving barge. Its bow clipped McDonough on the foot and tossed him high, but safely, upon the barge. Except for a shaking-up, he was uninjured. His 18-pound diving shoes had borne the impact of the ship's bow!

Diving in the South Pacific holds many exciting moments. Salvaging a Japanese plane shot down practically in enemy territory was one of the assignments of a Seabee unit.

The Seabees requisitioned a reconditioned Japanese landing barge, sailed to the scene—40 miles from a Japanese seaplane base—and, by dark, had raised the slightly damaged plane. Rather than run the risk of returning to their base through American air and surface patrols at night, they anchored among nearby islands. Early the next morning the salvage crew brought back the plane.

Prior to the Munda invasion, Seabee divers were called upon to ready landing craft needed for the operation. Since there was no drydock available, it was necessary to carry out all repair work under water. The work included plugging and patching shrapnel and bullet holes, repairing damaged hulls, removing lines from fouled propellers, replacing shaft couplings and changing propellers and bearings.

The bulk of the work was replacing propellers. Since speed was essential, the versatile Seabee divers placed dynamite alongside the shafts, packed sand and mud around the charges and neatly blasted the damaged propellers off. The first job of this type took two and a half days. After a little experience the divers cut the time to approximately five hours.

Some divers say that most of their troublesome experiences have come from sea urchins and other marine animals, like the deadly and inquisitive barracuda. Others declare they have trouble with blue and orange-haired sea nymphs! Physiological changes among divers are the greatest between 175 and 225 feet; they swear it is possible for a man to see almost anything at that depth.

There are also many occupational ills which divers must constantly guard against.

Caisson disease or the "bends," most common, has proved fatal in a number of cases. Caisson disease is caused by an excess of gas bubbles in the blood and tissues and is the result of a diver coming to the surface too rapidly or leaving a recompression chamber too soon. The disease rarely occurs unless the pressure has exceeded 20 pounds (45 feet of sea water) but may occur after exposure to 45 feet or less if the time on the bottom is very great or if the diver has been working exceedingly hard. The symptoms include itching and burning sensations and a mottled skin rash, severe pains in the bones, muscles and joints, deafness, vertigo (staggers), vomiting and even partial or complete unconsciousness.

If the diver is immediately placed in a recompression chamber (a heavy, thick-walled steel cylinder into which air is pumped by compressors and underwater pressure conditions simulated) or lowered back into the water to the approximate depth at which he was working, then decompressed according to time schedules and depth stops set forth in the Navy's standard decompression tables, no serious after effects are generally felt.

"Blowing up," another danger in diving, is caused by the admission of too much air into the diving suit, by too strong a pull by the tenders or by the drag of the tide, making the diver lose his hold on the descending line and rise rapidly toward the surface. The greatest danger when this happens is the possibility of the diver's cutting off his air supply—in order to halt the upward motion—and falling back into deeper water, with a resulting "squeeze."



Deep-sea gear: Picture was taken during raising of Lafayette at New York.

Divers must constantly guard against falling or dropping a considerable distance (as over a ledge on the ocean floor) without immediately adjusting the pressure within their suits. If the air is not adjusted as the diver falls, outside pressure becomes greater than that inside, resulting in a "squeeze." Cases are on record where the entire body of a diver has been forced into the small space of his helmet as the result of a sudden "squeeze."

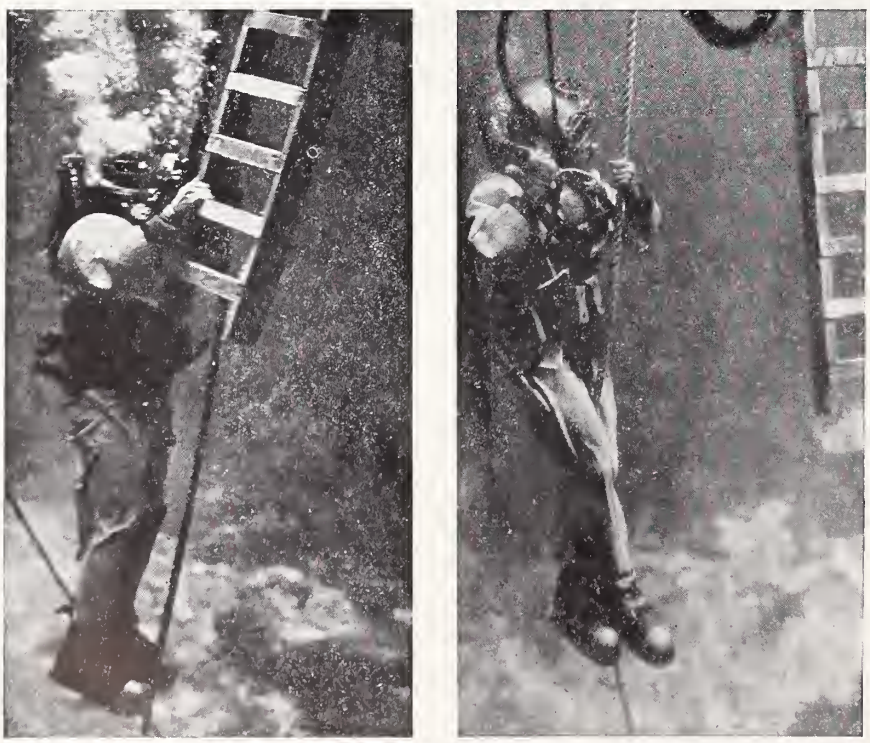
Long study and countless experiments by the Navy Department have eliminated many of the causes and fears of diving accidents.

Records do not clearly show the origin of diving in the U. S. Navy. However, a definite program of development was actively begun in 1912 when extensive tests were conducted in diving tanks ashore, and later on the USS *Walke* (a torpedo boat, later converted to a destroyer and scrapped in 1935) in Long Island Sound. These tests led to the eventual establishment of the Navy's diving schools and many improvements in diving technique.

In the continuous search for new ways and means of enabling divers to descend to greater depths with safety, experiments with helium-oxygen mixtures as a substitute for normal air were carried out as far back as 1921.

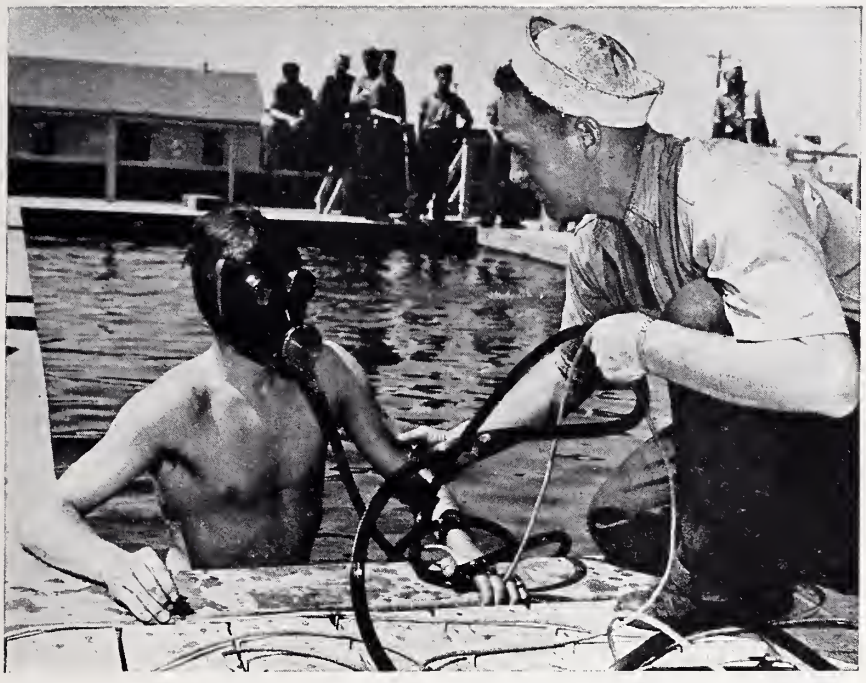
By varying the oxygen content with helium, greater depths are obtained without divers suffering oxygen poisoning. The mixture also keeps divers more alert while working under pressure and enables them to work harder and longer. Breathing of helium with a proper amount of oxygen is harmless.

Helium conducts heat more rapidly than normal air, however; and because heat from a diver's body is quickly transferred to the air within the suit, where it is cooled, a special electrically heated undersuit has been



Official U. S. Navy photographs

GOING DOWN: Underwater photographs show how diver leaves ladder (left) and lowers himself on descending line (right).



Official U. S. Navy photograph

Shallow-water gear is worn by student for training dive in 36-foot tank.

developed. It has also been necessary to provide a recirculating system to recover and conserve the helium.

Deep-sea diving is done in Navy standard diving suits, which come in three sizes: 1 (small), 2 (medium) and 3 (large). The suits are made of heavy rubber, covered inside and outside with canvas. They are worn over heavy underwear and woolen socks. A cushion protects the shoulders of the diver from the weight of the helmet (about 57 pounds). The entire suit, including shoes (18 pounds each) and a diving belt (90 pounds), weighs almost 190 pounds.

In depths not exceeding 36 feet, shallow-water gear is used for searching, inspecting, clearing lines from screws and making minor repairs. A dozen or more different types of masks and suits are available for this work. One of the better masks, many shallow-water divers say, is a converted Mark III gas mask.

Navy diving calls for courageous, highly trained men. All enlisted men engaged in this work are volunteers. If they find they do not like diving, they are free to ask for other duty. Few do, however; for, once in diving work, the men find it too exciting to leave.

The Navy's diving schools are open to men of all rates, but those from the artificer branch and some from the seaman branch are preferred. They make better divers because of their knowledge of ships and tools. All must pass rigid physical exams.

At the Deep-Sea Diving School at the Washington, D. C., Navy Yard, students take a course lasting four months, finally qualifying to dive to depths of 320 feet on helium-oxygen and 300 feet on pure air. The course is followed by a month's experience operating in the open sea. Graduates are qualified to join the fleet as divers second class or divers first class. (Master divers, generally CPOs, must have considerable diving experience and meet certain other requirements.) Salvage divers are graduates of the Naval Training School (Salvage), Pier 88, New York, where they undergo an intensive training course of several months in practical and theoretical diving, culminating in experience in actual coastal salvage operations. Other fleet schools turn out divers second class only.

Qualified divers may be identified by their distinguishing mark, worn on the opposite sleeve from their rating insignia: a diving helmet and breastplate, with an "M" on the breastplate for master diver, an "S" for salvage diver, the figure "1" for diver first class or the figure "2" for diver second class. Since no rating has been established for divers, qualified men continue in the same rates and wear the same specialty marks as they did when they entered training.

Divers first class are limited to depths not exceeding 300 feet on air, except in an emergency; divers salvage and divers second class may go only to 150 feet. Master divers are qualified for all types of diving, as well as supervision and instruction.

Divers, in partial compensation for the many dangers they face, draw extra pay, including $5 an hour or each fraction of an hour spent on *hazardous salvage* work. Divers second class also draw $10 extra a month; divers salvage, $12; divers first class, $15 plus up to $15 for "footage" (five cents a foot for dives over 120 feet); master divers, $20 plus up to $10 "footage."

The biggest Navy salvage project was at Pearl Harbor after the Japanese raid on 7 Dec. 1941. Diving operations there were all of a salvage nature, being carried out in approximately 60 feet of water. The biggest single salvage job was raising the 83,400-gross-ton *Lafayette* in New York harbor, which provided training for hundreds of Navy divers. Both salvage operations were, in a large measure, accomplished by civilian firms under Navy supervision.

Most notable of the deep-sea salvage operations by the Navy was the floating of the USS *Squalus*, which went down off Portsmouth, N. H., 23 May 1939, while undergoing trials. The sub sank in 240 feet of water. Twenty-six of the men in the after compartments were immediately drowned, but 33 in the control room and forward battery and torpedo rooms remained alive. A rescue chamber was put in operation and a downhaul cable attached to the escape hatch by a Navy diver. Seven men were rescued on the first trip up. Eventually all 33 were rescued despite the extreme depth, and the submarine was salvaged.

During the rescue and salvage operations divers made 640 dives without loss of life or serious injury. Three hundred and two were made in depths exceeding 200 feet.

The record for open-sea diving was set after the submarine 0-9 went down off Portsmouth on 20 June 1941 in 440 feet of water. All hands were lost. Salvage was not attempted, divers going down only to determine that the vessel had been crushed by the tremendous pressure—196 pounds per square inch. A diver who spent 30 minutes at that depth would have to spend approximately 230 minutes decompressing to prevent bends. At the Deep-Sea Diving School in Washington, divers in pressure tanks have been subjected to pressure equivalent to a depth of 500 feet. They spent nearly 260 minutes decompressing. Pressure at 500 feet is 223 pounds per square inch, normal sea-level pressure 14.7 pounds per square inch.

Theoretically the maximum depth for diving is where water and fat become compressible at about 1,600 feet. Diving operations at depths much greater than 300 feet are exceedingly difficult, however, and the average diving depth now is probably 60 feet.

What are the Navy's divers going to do after the war?

Keep right on diving, most of them say. The pay is good, and there's plenty of excitement. If they don't dive for the Navy, there'll be plenty of jobs for them in civilian life, building dams and bridges and underwater tunnels—and clearing harbors and channels of war debris.

New Books in Ships' Libraries

The following books have been purchased recently for distribution to the service. Not all titles will be supplied to each unit; rather it is the practice of BuPers to distribute different titles to small units operating in the same area to encourage the exchange of books. A unit is always free to request from the Bureau individual titles of particular interest.

ALIBI FOR ISABEL by Mary Roberts Rinehart. Mysteries and marital tangles reported by a master storyteller.

THE AMETHYST SPECTACLES by Frances Crane. Further adventures of the Abbots—this time a murder in New Mexico.

". . . AND PASS THE AMMUNITION" by Chaplain Howell Forgy. The chaplain of the *New Orleans* tells the story of his ship from Pearl Harbor to Lunga Point.

ARGENTINE DIARY by Ray Josephs. Correspondent's view of present day Argentina.

BRAZIL ON THE MARCH by Morris L. Cooke. Comprehensive survey of Brazil's industrial development and resources.

BULLETS FOR THE BRIDEGROOM by David Dodge. A honeymoon in Reno ends up in hot pursuit by the FBI of a gang of enemy agents.

BY SEA AND BY LAND by Earl Burton. The Amphibious Force of the Atlantic Fleet, with photographs of our landing craft.

CALL IT NORTH COUNTRY by John Bartlow Martin. Romantic and colorful Upper Peninsula of Michigan from wilderness days to the present.

New Books in the Armed Services Edition

The Bureau will appreciate comment from the naval service in regard to the Armed Services Edition (paper bound) books on such matters as choice of titles, format and distribution.

The following titles, which are included in the current series of 32 paper-bound books published for the armed services, are distributed to ships in commission and to shore based activities outside the U. S.

J-271—Rhodes, THE PROUD SHERIFF
J-272—Saroyan, MY NAME IS ARAM
J-273—Conrad, THE SHADOW LINE
J-274—Davis, TREE TOAD
J-275—Bechdolt, RIOT AT RED WATER
J-276—Finney, PAST THE END OF THE PAVEMENT
J-277—Graham, LOU GEHRIG
J-278—Lardner, YOU KNOW ME AL
J-279—Chamberlain, THE PHANTOM FILLY
J-280—Snow, SHERIFF OF YAVISA
J-281—Rourke, DAVY CROCKETT
J-282—Hughes, A HIGH WIND IN JAMAICA
J-283—Smith, THE GANG'S ALL HERE
J-284—Smith, SKIN AND BONES
J-285—Cozzens, THE LAST ADAM
J-286—Brand, SOUTH OF RIO GRANDE
J-287—Morehouse, GEORGE M. COHEN
J-288—Lofts, THE GOLDEN FLEECE
J-289—Weaver, END OF TRACK
J-290—Gallico, SELECTED STORIES
J-291—Lincoln, FEBRUARY HILL
J-292—Tomlinson, THE SEA AND THE JUNGLE
J-293—Cleaveland, NO LIFE FOR A LADY
J-294—Kane, THE BAYOUS OF LOUISIANA
J-295—Paden, THE WAKE OF THE PRAIRIE SCHOONER
J-296—Thackery, VANITY FAIR
J-297—Poe, SELECTED STORIES
J-298—Edmonds, YOUNG AMES
J-299—Asch, THE APOSTLE
J-300—Fowler, GOOD NIGHT, SWEET PRINCE
J-301—Hulbert, FORTY-NINERS
J-302—Foreman, INDIANS ABROAD

CASE OF THE CROOKED CANDLE by Erle Stanley Gardner. Another Perry Mason mystery.

CHIANG KAI-SHEK by H. H. Chang. Vivid and sympathetic—a biography of China's Generalissimo.

THE CROOKING FINGER by Cleve Adams. Detective story of the hard-boiled school.

DAYBREAK FOR OUR CARRIER by Lieut. Max Miller. Life on an aircraft carrier—the ship, the planes, the men.

DEAD ERNEST by Alice Tilton. Violet-eyed blondes, Happy Birthday songs, goldfish and a body concealed in the deep freeze all add up to the newest Leonidas Witherall mystery. For those who like them with a laugh.

DR. CHRISTIAN'S OFFICE by Ruth Knight and Jean Hersholt. Sympathetic picture of small town America as it might be seen by a country doctor.

THE EMPEROR'S PHYSICIAN by J. R. Perkins. Two Roman doctors, one the apostle Luke, and their experiences with the Miracle Healer of Palestinc.

THE FIGHTINGEST SHIP by Lieut. C. G. Morris and Hugh Cave. The story of the cruiser *Helena* and her part in thirteen famous battles of the South Pacific.

THE GOBI DESERT by Mildred Cable and Francesca French. Caravan trip over the old Silk Road of Marco Polo provides an unusual aecount of life in the Gobi Desert.

IN WHAT TORN SHIP by Evelyn Eaton. Romance and revolution in 18th Century Corsica.

THE ISLAND OF DESIRE by Robert Frisbie. After 12 years in the South Pacific, this author started for home with his four children. Included is a Robinson Crusoe existence with a miraculous escape from a hurricane.

THE ISLANDS OF THE PACIFIC by Hawthorne Daniel. Interesting details of the people and the country in the outlying islands of the East Indies.

JETHRO HAMMER by Michael Venning. Gripping mystery with a difference. Jethro Hammer returns after a 20-year disappearance to carry out a plan of revenge against the family who cast him out.

JOHNNIE by Dorothy B. Hughes. He was just a soldier from Texas who wanted to ride a New York subway, but he walked into a mysterious adventure at the end of the ride.

JOURNEY FROM THE EAST by Mark J. Gayn. Autobiography of a foreign news editor born in Manchuria, which tells both the author's personal story, and the wars, revolutions and political struggles he witnessed in the Far East.

LEAVE HER TO HEAVEN by Ben Ames Williams. Portrait of another "strange woman" who stops at nothing to maintain exclusive possession of the man she desires.

LEBANON by Caroline Miller. Life dealt Lebanon many blows, but she faced each one without bitterness. A story of the Georgia swampland told with primitive beauty.

LEFT HAND, RIGHT HAND by Sir Osbert Sitwell. Charming descriptions of the author's ancestral background, portraying a fascinating picture of old aristocratic England.

MANY HAPPY DAYS I'VE SQUANDERED by Arthur Loveridge. Diverting adventures of a naturalist which include finding a rare pink cobra, digging out an aardvark, and the routing of an army regiment by a swarm of bees.

MAVERICK'S RETURN by Peter Field. It takes hard riding and hard fighting for red-headed Sudden Saunders to clear himself of the Verdant Valley murder.

MERCHANT FLEETS by Critchell Rimington. Survey of the merchant navies of the world with photographs and drawings.

MIDDLE AMERICA by Charles Morrow Wilson. Our 10 nearest Latin American neighbors, their present and their future.

MR. TOMPKINS EXPLORES THE ATOM by George Gamow. This mixture of fun and physics takes place inside a glass of whisky and soda, a pleasant place to meet a molecule!

NAVAL WEAPONS AND THEIR USES. Published by the Naval Institute, this provides an introduction to the subject of ordnance.

NEVER A DULL MOMENT by Charles Francis Coe. "Socker" Coe tells his life story, his service in the Navy, and his career as prize fighter, author and financier.

OKLAHOMA by Richard Rodgers and Oscar Hammerstein. Broadway's best in book form, with the words to all the songs plus photographs of the stage show.

ON LIVING IN A REVOLUTION by Julian Huxley. Essays, both serious and otherwise.

PATHFINDERS by Cecil Lewis. As exciting as it is authentic—this story of six men on a bombing mission over Germany.

RIDDLES IN MATHEMATICS by Eugene P. Northrop. Mathematical puzzles, problems, and paradoxes presented as entertainment.

ROCKETS by Willy Ley. The future of travel beyond the stratosphere. "For those who enjoy their Buck Rogers with official scientific trimmings."

THE SECOND NAVY READER edited by Lieut. William Fetridge. More articles about the Navy from current publications.

SIMONE by Lion Feuchtwanger. Youth and imagination give Simone the courage to strike for France against the growing Nazi menace.

STORM TO THE SOUTH by Thelma Strabel. Glamour and romance in the days of Bolivar, by the author of REAP THE WILD WIND.

TALL TALES THEY TELL IN THE SERVICES. Needs no description.

THE TIMBER BEAST by Archie Binns. Old-time logger risen to wealth and power, his two grown sons and his lovely second wife, in a plot developed in part by flashbacks to earlier days.

TOM BONE by Charles B. Judah. Lusty tale of adventure, ranging from England to Newfoundland and the Caribbean, from slave trading in Africa to Virginia in the 17th Century.

TREASURY OF AMERICAN FOLKLORE by Benjamin Botkin. All the tell-tale heroes, jesters and liars that have played a part in the making of America.

TRUMPET TO ARMS by Bruce Lancaster. Concord and Bunker Hill, Pelham Bay and Trenton as seen by a Concord farmer's son and a Manhattan Dutch rebel who joined "The Marbleheaders," our first Marines.

A WAR ATLAS FOR AMERICANS. New world atlas prepared by OWI.

WAR BELOW ZERO by Col. Bernt Balchen, Corey Ford and Oliver La Farge. Fascinating account of our war in Greenland.

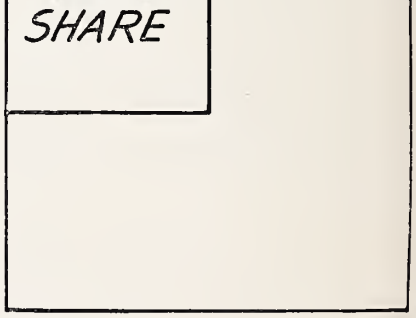
THE WILDERNESS TREK by Zane Grey. The newest Zane Grey.

WINGATE'S RAIDERS by Charles J. Rolo. Vivid, thrilling account of General Wingate and his band in their gallant battle with the Japanese jungle fighters in Burma.

Cake-Cutting Problem

Mac, the ship's cook, baked himself a birthday cake, but four of his pals immediately demanded shares.

"O. K.," said the wily Mac, taking one-quarter for himself, "the rest is



yours—if you cut it so that all four pieces are exactly the same size and shape."

The boys got their cake, without even making diagonal cuts. How?

(Solution on Page 60)

Legislative Matters of Naval Interest

Veterans and their wives or widows are assured greater preference in employment by the Federal Government and District of Columbia civil service under Public Law No. 359, known as The Veterans' Preference Act of 1944, approved 27 June 1944.

The law gives preference in certification, appointment, reemployment and retention in civilian positions in all branches of the Federal Government and D. C. civil service to the following classes of veterans and veterans' dependents:

1. Ex-servicemen and women who have served on active duty, have been separated from the service under honorable conditions and have established the present existence of a service-connected disability or who are receiving compensation, disability retirement benefits or pensions.

2. Wives of veterans of the above class who have been unable themselves to qualify for civil service appointment.

3. Unmarried widows of deceased ex-servicemen discharged under honorable conditions who served on active duty in any war or in any campaign or expedition for which a campaign badge has been authorized.

4. Ex-servicemen and women (not disabled) who have served during any war, campaign, etc., as specified in the above paragraph, and have been separated from the service under honorable conditions.

The legislation enacts into a law a civil service regulation adding 10 points to ratings earned in civil service examinations by those described in Paragraphs 1, 2 and 3 above and five points to the ratings of those described in Paragraph 4.

Positions as guards, elevator operators, messengers and custodians are restricted to those entitled to preference under this law, as long as a sufficient number are available to fill existing positions of this type. For five years after the present war, the President and Congress may add other positions to the restricted list.

Credit will be given, where experience is an element of qualification, for time spent in military or naval service of the U. S. where employment in a vocation similar to that for which the veteran is being examined was interrupted by his or her military or naval service, and also for all valuable experience (paid or unpaid) in religious, civic, welfare service, and organizational activities.

In rating applicants for Government employment, names of eligible veterans will be entered ahead of all others with the same rating. Except in professional and scientific services with entrance salary of over $3,000 a year, names of all those entitled to 10 points in addition to their earned ratings will be placed at the top of the appropriate employment register in accordance with their augmented ratings.

Veterans who have been separated from the Government service may be recertified and reappointed to any civil service position for which they are eligible.

(In this connection, the Civil Service Commission has extended to one year from date of honorable discharge the period during which returning veterans who are carried in a leave-without-pay or furlough status may be reemployed by Federal agencies without prior approval of the commission. Transfers from one agency to another also may be considered within one year after discharge.

(This regulation is designed to expedite procedure for reemployment of veterans who do not qualify for or do not desire the mandatory restoration to previous employment provided under the Selective Training and Service Act. The latter act requires veterans to apply for restoration to their former posts of Federal employment within 40 days after discharge.)

Tenure of employment, military preference, length of service and efficiency ratings are the factors that will be considered in any reduction of Government personnel. Time spent in active service in the armed forces will be credited in computing total Government service.

(For other news of veterans' benefits, see page 64.)

What Is Your Naval I. Q?

1. The first CVEs (aircraft carriers, escort) and first CVLs (aircraft carriers, small) were built on hulls originally designed for what types of vessels?

2. True or false: The weight of each anchor is stamped near the base?

3. Who said: "I will not have anything to do with ships that do not sail fast, for I intend to go harm's way"?

4. Has a fleet of ships ever been captured by cavalry?

5. Gold and silver life saving medals are awarded by the (a) Navy, (b) Red Cross, (c) Treasury Department?

6. The world's largest atoll was seized fom the Japs this year by U. S. forces. It bears the same name as the lagoon which it surrounds and as one island in the atoll. What's the name?

7. Other than the number of stars on it, does the personal flag of a commodore have any features which distinguish it from the personal flag of an admiral?



8. When entering a channel in U. S. waters from seaward, a ship should pass the buoy illustrated here on her port or starboard?

9. Give the month and year in which the following naval actions took place: (1) Battle of Vella Gulf; (2) Battle of Cape Esperance; (3) Battle of Makassar Strait; (4) Battle of Santa Cruz Islands; (5) Battle of Coral Sea.

10. Would a becalmed sailing vessel be aided by an "Ash Breeze"?

11. The U. S. aircraft carrier which transported Gen. "Jimmy" Doolittle's Army planes to within bombing distance of Japan for the 18 April 1942 raid was the (a) USS *Wasp;* (b) USS *Enterprise;* (c) USS *Hornet*?

12. What is a jury rig?

13. Commander Third Fleet, U. S. Navy, is (a) Admiral Raymond A. Spruance, USN; (b) Admiral William F. Halsey Jr., USN; (c) Vice Admiral Marc F. Mitscher, USN?

14. For what are large cruisers (CBs) of the U. S. Navy named?

15. A shoulder insignia consisting of an American eagle perched on a submachine gun which crosses the stock of a Navy patent anchor was recently authorized for enlisted men of the ..... forces.





16. One of the planes illustrated above is an Army plane, the other is a Navy plane. Identify them.

17. Admiral George Dewey, USN, gave the now famous order, "You may fire when you are ready, Gridley," at the battle of Manila Bay. Who was Gridley?

18. A prolonged blast (for the purposes of the "rules of the road") is one of from (a) 4 to 6 seconds' duration; (b) 30 seconds' duration; (c) 10 to 15 seconds' duration?

19. Locate these recent scenes of U. S. naval action: (1) Cabras; (2) Sabang; (3) Sansapor.

20. Give the lengths of (1) a fathom; (2) a shot; (3) a cable length.

(Answers on Page 60)

War Record of the . . . . . SBD



ABOVE: Jap-hunting SBDs fly in formation over a carrier of Task Force 58 in the Pacific.

Dauntless Divebomber, Giving Way to Harder-Hitting Successor, Was Spearhead of Our Attacks in the Pacific

The 5,936th and last of a distinguished strain of aircraft—the Navy's SBD, which is giving way to a faster, long-range divebomber—rolled off the production line of the Douglas Aircraft Company's plant at El Segundo, Calif., on 21 July.

Its completion closed a chapter in the history of naval aviation that will be discussed as long as men continue to talk about this war's great battles in the Pacific.

On 7 Dec. 1941, when the Japanese attacked Pearl Harbor, a rear-seat gunner in an SBD knocked down a Zero that may have been the first Jap plane destroyed by U. S. aircraft. From then on the story of the SBD, or Douglas Dauntless divebomber, is closely interwoven with the successes of the fleet.

The enemy first felt the real sting of the SBD when Admiral William F. Halsey Jr., USN, took a small task force into the Gilbert and Marshall Islands in February 1942. Flying again from the deck of the USS *Enterprise*, as they had at Pearl Harbor, SBDs suddenly appeared over the atolls of those islands in the outer ring of the enemy's defenses, dived to low altitude and dropped their 1,000-pound bombs on ships, hangars, airstrips and buildings.

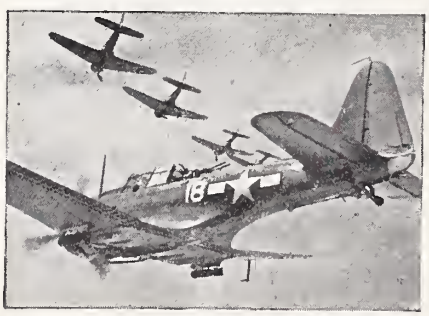
The following month this same force staged a repeat performance for the benefit of the Japs on Marcus and Wake Islands.

Meanwhile every flyable Dauntless had been mustered for fleet duty. New pilots assigned to the fleet waited restlessly at naval air stations in the States for their advanced training in SBDs they would soon take into combat. Finally a squadron returning from combat flew 18 well-worn SBDs into San Diego. The impatient new pilots thought at last their time had come to get ready for the big show.

But several weeks later a carrier heading for the Pacific picked up the 18 planes. Again there were no Dauntlesses for advanced training.

By March the first of a new batch of Dauntlesses were coming off the line. Once again the training proceeded. A squadron was ready to go within a month after it received its full complement of planes. Soon thereafter the SBD-3 was on its way to the war zone—the first replacement bombers the Navy had had since the start of the war.

The first large fleet engagement, the Battle of the Coral Sea, found the SBDs giving the Jap a real taste of their wallop. One enemy carrier went down and several other ships were seriously crippled by the divebombers.



Official U. S. Navy photographs

SBDs on their way to blast Palau.

A mass of wrecked shipping in Tulagi Harbor testified to the surprise visit paid by SBDs from the old USS *Yorktown*. It was there the Japanese pilots learned that even their snappy Zero fighters were not safe in a dogfight with the SBD.

Then came Midway, the most destructive sea-air fight in history and the SBD's own great triumph. At least four enemy carriers sank as a result of the deadly-accurate divebombing by Dauntless squadrons from the *Enterprise*, *Hornet* and *Yorktown*.

When the fleet returned to Pearl Harbor after this battle, the area around the repair hangars gave ample evidence of why the SBD was known as "the pilot's friend." Many Dauntlesses returned from Midway with gaping wounds in their wings, fuselages and tail surfaces. Wondering pilots who had been there found it incredible that an airplane could absorb so much punishment and still manage to return to its carrier.

The Dauntless spearheaded the air assault on Guadalcanal in support of Marine landings. Its greatest ordeal and triumph came in the fall of 1942, when it took to the beach and operated as a shore-based bomber off Henderson Field on Guadalcanal. With a handful of SBDs Navy and Marine pilots patrolled the long stretches to the northwest, morning, afternoon and night, to spot the "Tokyo Express," the enemy's fast-moving cruiser and destroyer forces, which made almost

daily visits to the island from their base on Bougainville.

With routine-like precision, the SBDs would take off from Henderson Field early in the afternoon, usually in a group of a dozen or less, and bomb the Express on its way to Guadalcanal. During the night smaller groups attacked the ships to harass their unloading operations. Just before dawn, the dozen planes would take off and bomb the Japs again on their way home.

As Admiral Halsey's drive up the Solomons chain got underway, the Dauntless helped to pave the way. When a pinpoint objective had to be hit, the SBD took the assignment. When the increasingly rare Jap shipping came within range, it was the Dauntless that went out to stop it. As the new airfields fell to the advancing marines, Dauntlesses would be among the first to land and operate.

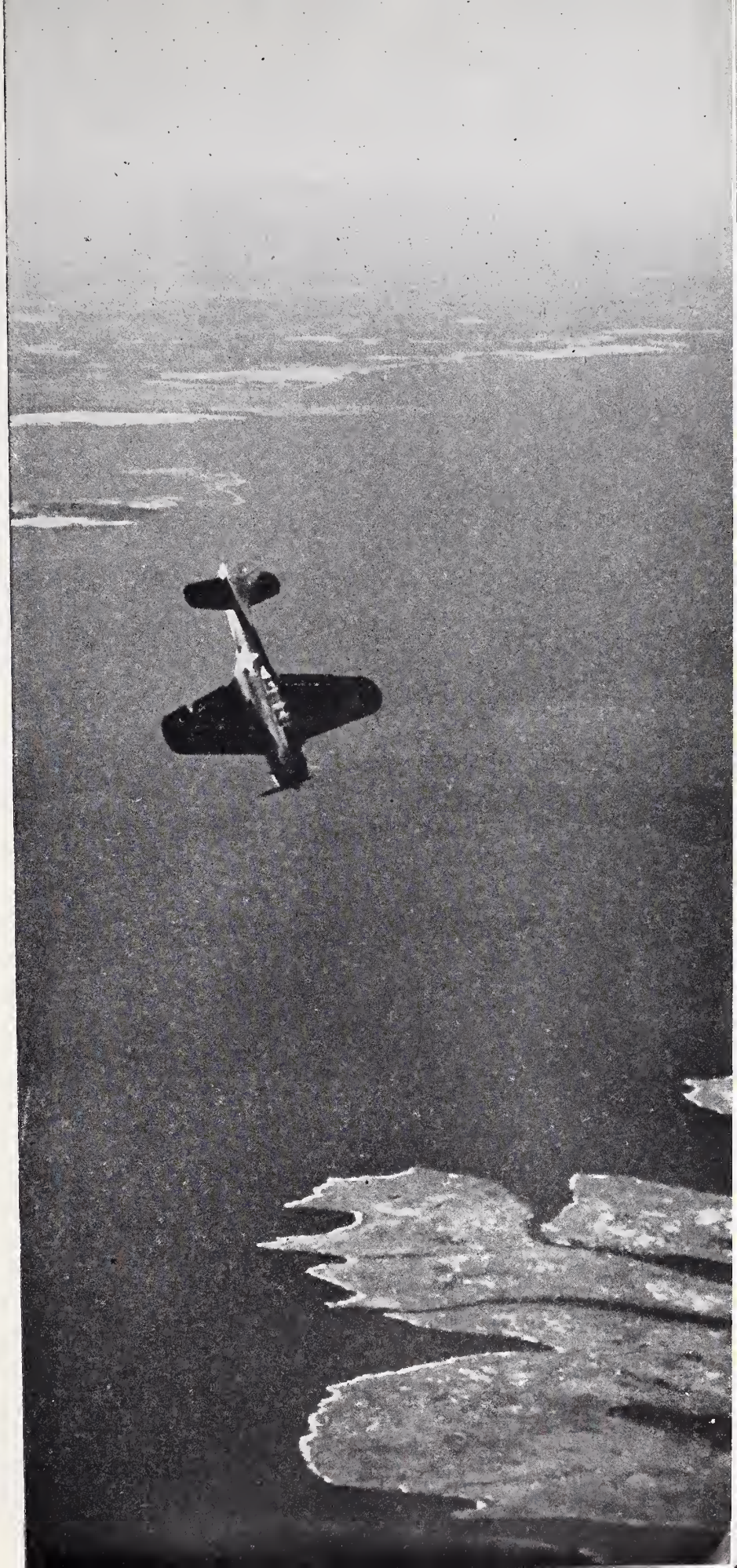
By the summer of 1943, the long-dormant carrier war had sprung up anew. More and more of the big U. S. carriers were completed and joined the mounting offensive in the Central Pacific. Now the SBD was pounding a retreating instead of an advancing foe. From the first small carrier strike at Marcus Island through the Marianas invasion, the Dauntless was pasting the enemy's bases. Wake, the Gilberts, the Marshalls, Truk, Rabaul, Palau, Hollandia—all felt its bombs. It was one of the principal weapons in the arsenal of Task Force 58.

Although the glory now began to be shared with newer and faster planes, the SBD maintained the lowest ratio of losses per mission of any plane operating in the theater.

Backing up praise of the "pilot's friend" are the statistics of the Dauntless performance. From Pearl Harbor to April 1944, SBDs flew 1,189,473.9 operational hours. Twenty-five per cent of all operational hours flown off aircraft carriers were flown by the SBD. That includes the scores of small carriers which did not carry it. Marine SBDs have flown 26% of all Marine operational hours.

During the seven months from the Battle of the Coral Sea to the last big Jap strike on Guadalcanal in November 1942—the period of the great holding battle in the Pacific—SBDs sank 4 aircraft carriers, 14 cruisers, 6 destroyers, 15 transports or cargo ships and scores of lesser craft.

In addition, in collaboration with torpedo planes, surface gunfire and submarines, they destroyed two more carriers and one patrol ship and inflicted damage on 3 carriers, 5 patrol ships, 11 cruisers and 5 transport or cargo ships.



Official U. S. Navy photograph

AT RIGHT: Diving SBD screams down on its target at 290 knots and an angle of 75 degrees.

The Month's Alnavs in Brief

No. 136—Cites Public Law 398, approved 1 July 1944, which provides that enlisted men under 17 and enlisted women under 20 at time of discharge from Navy, Marine Corps or Coast Guard are entitled to pay and allowances to date of discharge and to transportation in kind to home but not to subsistence or mustering-out pay.

No. 137—Announces special gasoline rations available to personnel on leave (see story on page 62).

No. 138—Specifies changes to be made in Serviceman Voting Poster No. 2 to conform to change in state voting laws.

No. 139—Announces that requests for flight training from officers other than U. S. Naval Academy graduates of 1942, 1943 and 1944 are not desired until further notice due to curtailment of flight training program and large backlog of requests. Enlisted personnel flight training quotas now assigned to selecting commands remain in effect.

No. 140—Provides that an enlisted man whose MAQ was terminated subsequent to 1 Nov. 1943 by reason of Alnavs 175 and 183-43 and 78-44 are deemed to have elected Family Allowance benefits. When specifically requested by the man, FA will be effective with the month following that for which MAQ was last credited. Men should consult their disbursing officers if a retroactive effective month is desired, so that appropriate application may be submitted.

No. 141—Announces that BuS&A, effective 1 Aug. 1944, has cognizance of and is responsible for distribution of Class 54 equipment except telegraphic typewriters and photolithographic equipment when supplied to any base outside continental U. S.

No. 142—Announces appointment to next higher rank, to rank from 1 Aug. 1944, those ensigns and lieutenants (junior grade) of the line on the active list of the regular Navy, ensigns and certain listed lieutenants (junior grade) of the staff on the active list of the regular Navy whose dates of rank as such are within the period 2 May 1943 to 1 June 1943, inclusive, and those ensigns and lieutenants (junior grade) of both line and staff on the Naval Reserve and Women's Reserve, whose continuous active duty in their respective ranks began within the period 2 May 1943 to 1 June 1943 inclusive.

No. 143—Announces appointment to chief warrant rank for temporary service, to rank from 1 Aug. 1944, of those warrant officers on the active list of the Navy whose dates of rank as such are within the period 2 May 1943 to 1 June 1943 inclusive and those warrant officers of the Naval Reserve whose continuous active duty in their respective ranks began within the period 2 May 1943 to 1 June 1943 inclusive.

No. 144—Calls for applications prior to 15 Oct. 1944 for a command course for approximately 15 officers of the regular Navy of the ranks of lieutenant commander and above and a preparatory staff course for 50 reserve officers of the ranks of lieutenant commander, lieutenant and lieutenant (junior grade), classes to be about five months in length and to begin 1 Jan. 1945 at the Naval War College.

No. 145—Provides that flight orders of enlisted men remain in force until revoked by issuing authority or by a subsequent CO of the enlisted man, whether in the same or another organization. Based upon Executive Order 9458, 22 July 1944.

No. 146—Gives additional instructions for operation of new pay procedure (INFORMATION BULLETIN, July 1944, page 68).

No. 147—Announces that instructions in Alnav 102-44 and BuMed Circ. Ltr. T/L8-2(072), 14 June 1944 (N. D. B., 15 June 1944, 44-684), apply only to stores listed in the supply catalog of the Medical Department and in no way supersede or modify instructions of BuMed Circ. Ltr. T/L8-2(072), 1 May 1944 (N. D. B., 15 May 1944, 44-549).

No. 148—Calls for applications by 15 Oct. 1944 from officers of the regular Navy for designation as engineering-duty-only officers.

No. 149—Calls for applications by 15 Oct. 1944 from naval aviators (HTA) and (LTA) of the regular Navy for designation as engineering-duty-only (aeronautical) officers.

No. 150—Advises that receipts for top secret mail be separated from those of lower classified matter and that top secret receipts may be classified restricted as long as no inference is made as to contents; also directs that the outside of all officer messenger envelopes bear following additional notation: "Certified to be official USN officer messenger mail only."

No. 151—Cites regulations requiring Navy postal personnel to give receipts to voting officers for executed Federal ballots.

No. 152—Calls for applications by 1 March 1945 from certain reserve and temporary officers and officers of the regular Navy, classes of 1940-42 incl., for two-year postgraduate course in radio engineering convening 30 July 1945.

No. 153—Calls for applications by 1 May 1945 from certain officers of regular Navy, classes of 1942-44 incl., for 2½-year postgraduate course in civil engineering convening 15 Sept. 1945.

No. 154—Calls for applications by 1 Nov. 1944 from naval aviators of regular Navy, classes of 1939-43 incl., for two-year postgraduate course in aeronautical engineering (armament) convening in March 1945.

No. 155—Calls for applications by 1 March 1945 from certain reserve and temporary officers for one-year postgraduate course in ordnance engineering (reserves) convening in July 1945.

No. 156—Calls for applications by 1 Nov. 1944 from certain reserve officers, A-V(N), who wish to transfer to regular Navy and from naval aviators of regular Navy, classes of 1939-42 incl., for 1½-year postgraduate course in ordnance engineering (aviation) convening 5 March 1945.

No. 157—Calls for applications by 1 March 1945 from certain officers of regular Navy, classes of 1943 and 1944, for two-year postgraduate course in naval construction and engineering.

No. 158—Calls for applications by 1 March 1945 from officers of regular Navy, classes of 1939-43 incl., for postgraduate course in ordnance engineering convening 30 July 1945.

No. 159—Calls for applications by 1 March 1945 from certain reserve and temporary officers and officers of regular Navy, classes 1941-43 incl., for 1½-year postgraduate course in naval engineering (design) convening 30 July 1945.

No. 160—Calls for applications by 1 Nov. 1944 from certain reserve and temporary officers and officers of regular Navy, classes of 1940-43 incl., for one-year postgraduate course in applied communications convening 5 March 1945.

No. 161—Calls for applications by 1 Nov. 1944 from certain reserve and temporary officers and officers of regular Navy, classes of 1939-43 incl., of the aeronautical organization (HTA) and (LTA) for one-year postgraduate course in aerological engineering convening in March 1945.

No. 162—Calls for applications by 1 Nov. 1944 from certain reserve officers, A-V(N), and naval aviators of regular Navy, classes of 1939-43 incl., for two-year postgraduate course in aeronautical engineering (power plants and structures) convening March 1945.

No. 163—Liberalizes basis of awarding decorations and medals, permits commanders in chief to delegate their authority to make awards to any flag commands within their fleets where such delegation will work to facilitate promptness in making awards.

No. 164 — Provides that all vessels departing for U. S. from foreign ports in which the stay has been of such nature as to require a bill of health and in which a consular agent is stationed should obtain bill of health from that official. Bill of health not required if no consular official is stationed in the port. Cancels Alnav 152-43 which provided that U. S. Army or Navy medical officers on duty with port directors should issue bills of health where necessary.

I-WITNESS

Shelling Jap-Held Guam

By Mst. Tech. Sgt. Frank J. McDevitt
Marine Corps Combat Correspondent

It was magnificent in its awesomeness. You loved the sight of it, the sound of it, and the smell of it. And you were thankful you weren't on the receiving end of it. Such was the pre-invasion bombardment of Japanese-held Guam.

This has been the most severe and sustained surface and aerial assault upon an enemy bastion in the Pacific war. Day after day warships and planes have sent ton after ton of explosives hurtling toward Japanese installations on the island.

At times, the shoreline and the mountains behind it were completely obscured by flame and smoke. The terrific cacophony or firing guns, the thunderous roar of shell and bomb blasts, and the explosions of the targets themselves were deafening. The very earth shook from the concussions. And the air was filled with the acrid smell of spent powder. Sometimes, too, the ships of the attacking force themselves were shrouded in the smoke of their own gunfire, such was the persistency of the shelling.

From the morning of 7 July until the historic moment at 0828, 13 days later, when U. S. marines started swarming across the island's beaches to start the recapture of Guam and the liberation of its 20,000-odd civilian population, over 11,000 tons of explosives had ripped asunder vital military targets for miles on all land sides of the designated beachhead areas.

A formidable array of battleships, cruisers, destroyers and other potent naval craft steamed arrogantly and defiantly into the coastal waters, and, within distances measured in yards, gave the Japanese powerful proof of the might of the Navy they had once claimed to have wiped out.

Whole towns and villages occupied as enemy bases were completely devastated. Other installations—airfields, coastal defense and antiaircraft gun positions, blockhouses, pillboxes, ammunition and fuel dumps—were wiped out one after another and sometimes simultaneously.

The very features of the terrain were altered by the fury of the bombardment. The hillsides and mountains which presumably had offered natural concealment for military emplacements were pockmarked by vast craters caused by the shells and the bombs that rendered the positions useless.

Orchards and groves of coconut trees were leveled. Now only their jagged stumps still remained; the trunks and foliage charred by fires that wiped out the fuel and ammunition dumps which the branches, leaves and fronds were meant to conceal.

When the ships were not shelling, wave after wave of planes—fighters, bombers and torpedo bombers—would move in to carry out bombing strikes and strafing missions. They flew in boldly, their ominous roar giving away suddenly to shrill whines as they dived upon their targets. They leveled off and began to reascend even before their deadly missiles reached the objectives. The blasts would follow in rapid succession—burnt-orange flame, debris, and thick black smoke reaching high into the sky.

It seemed that even before the last rumble reverberated through the mountains, the planes were back again, this time the wail of their motors intermingled with the staccato reports of strafing. Jets of flame were visible on their wing edges and behind them long wisps of vapor and smoke.

Harassment of the enemy gained momentum as H Hour approached. During the night the coastline for miles above and below the designated landing beaches was illuminated with star-shells.

The ships of the attacking force were ghostly looking bulks, spouting flame and destruction across the inky tropical waters. The display of pyrotechnics as the white-hot projectiles—shells, rockets and tracers—hurtled through the air was a spectacle that must have terrified the Japanese as their resistance against the onslaught ebbed lower and lower.

And even as dawn broke to reveal the seas for miles around swarming with the craft of the invasion fleet, the bombardment continued . There was no let-up in its intensity as the first assault waves reached the beach.

A few minutes more and the American flag was flying on the shores of Guam. The Americans were back. The way had been well paved by the Navy.

What's In a Name?

PEA COAT: The fact that the enlisted men's overcoat is called a "pea" coat or "pea" jacket has nothing at all to do with the vegetable. The coats originally were made from a heavy, coarse cloth called *pije* or *pij* by the Dutch. The pronunciation approximates that of the word "pea" in English. In time the spelling was corrupted into "pea" by English-speaking sailors.



How Did It Start?

SIDE BOYS: In the early days of sail, when the bulk of the British Navy operated in the English Channel, it was a rather difficult and dangerous operation to take a passenger aboard a sailing vessel from a small boat.



The small, oar-propelled boats were hard to handle in the rough waters and frequently had difficulty in getting close enough to the ship to permit use of a sea ladder. A net or basket rigged over the side on a boom was developed as the best method of overcoming the difficulties. Because passengers being brought aboard in this manner needed assistance in getting out of the net or basket and gaining a foothold on the deck, the officer of the deck would call upon nearby seamen for assistance. The older the passenger, the more men needed; and since higher-ranking officers were usually older, they needed more sailors, or "boys," to assist them. Thus the custom of side boys was developed. (*If you have a different version, send it along to the Editor.*)

TRICKS OF THE TRADE

• Using depth charges because they had no bombs, crews of three Navy torpedo planes sank a 1,900-ton Japanese cargo ship recently near Saipan. The Avengers, flying from a light aircraft carrier of Task Force 58, were on anti-sub patrol when they sighted the merchant ship. A fighter plane accompanying the torpedo planes dived down and silenced the ship's antiaircraft guns with a strafing attack. The first two depth-charge attacks damaged the vessel, and the third torpedo plane dropped another depth charge which blew the bow completely off the merchantman.

• Marines on Saipan combined two old weapons—the flame thrower and the tank—with devastating effect in cleaning out Japs from mountain caves and cliffside dugouts. One flame-throwing tank was credited with killing 75 Japanese soldiers in a cave. Others were useful in advances through cane fields, where Jap snipers frequently hid. One burst would burn a large section of a field and any snipers lurking in it.

• The rubber eraser of an ordinary lead pencil recently was used to repair an engine of a Catalina flying boat forced down in the Central Pacific. An aluminum fitting on the line from the carburetor to the fuel pressure gauge had broken, and the leak had to be plugged before the engine would run. Several impromptu plugs were tried unsuccessfully, and then a rubber eraser was used. It plugged the leak securely and the Catalina traveled hundreds of miles to its home base.

• Seabees, who have used their bulldozers for everything from building airfields to smashing enemy pillboxes, have found a new use for their construction equipment—fighting fuel fires. When a gasoline tank at an English port was hit by a German bomb, threatening a row of civilian homes, Phillip L. Bishop, CBM, USNR, a bulldozer operator of Seattle, Wash., walled in the gasoline with an earthen dam. He worked under heat so intense that he had to be sprayed constantly with a stream of water.

BUREAU OF NAVAL PERSONNEL

INFORMATION BULLETIN

SEPTEMBER 1944 NAVPERS-O NUMBER 330

This magazine is published for the information and interest of the Naval Service as a whole, but opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. Articles of general interest may be forwarded to the Editor.

TRANSFERRING TO THE REGULAR NAVY

The Bureau recognizes—and is highly pleased by—the desire of many officers and enlisted personnel alike to transfer to the regular Navy and to make the Navy their career in time of peace. It is particularly pleasing because it can be taken as a testimonial from men and women who have come into the Navy from other ways of life, found it good and now voluntarily affirm the fact by desiring to make it their permanent careers.

Because no one can know what tasks may be given the Navy after the war, it is impossible at this time to set a size for the post-war fleet. And until that is done, there can be no feasible plan put into execution for providing for transfers from the Naval Reserve to the regular Navy. A small Navy will involve one procedure, a large Navy another. The plan will not be forthcoming until the Navy can assure those who will be accepted for transfer that they have a reasonable chance of a permanent career.

That is why transfers are not now being effected, and why there is no information forthcoming as to how they will be effected. The Bureau simply does not yet know, and will not know until legislation has been enacted.

However, this much *is* known: there *will* be transfers to the regular Navy.

And this assurance the Bureau can give: all information will be passed along on the subject as soon as possible, not only as a courtesy to those interested, but also because it is to the best interests of the Navy that all who intend to transfer be told as far ahead as possible, so that they may better prepare themselves to qualify for Navy careers.

Meanwhile, all who desire to transfer should realize that it is incumbent upon them not only to do their present job to the best of their ability but also to study all they possibly can, in order to prepare themselves for the varied duties that will later confront them in their naval careers. It is an arduous, exacting profession they intend to pursue, one in which the satisfaction of doing the job well is the chief reward.

It will be a pleasure for the officers and men of the regular Navy to welcome the reservists to their ranks—for there is no bond closer than a bond made voluntarily. It was on such a volunteer basis that the Navy built until the staggering demands of this war made Selective Service necessary. And it is encouraging to the Navy that the interest in transfers indicates that, no matter the size of the peacetime Navy, there will be willing hands staying to have a part in the job at hand.

LETTERS TO THE EDITOR

This column is open to unofficial communications from within the Naval Service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Communications which violate these provisions may be returned via official channels. Do not send postage or return envelopes; no private reply will be made.

FOR THOSE WHO DIED

SIR: Glory isn't at all important, but recognition of a task well done is—both for the sake of those who gave their lives for that task, and for those at home who know only that a loved one died in France. Yet in all the accounts I have seen of the invasion there has been nothing about the part played by the boys of the Naval Combat Demolition Units. From a hospital somewhere in England, therefore, I send the enclosed report of the experience of one such unit.—S.F.I., Ens.

• *Ensign L's report appears on page* 23.—ED.

MILITARY COURTESY

SIR: Referring to your article on military courtesy in the August 1944 issue, you may be interested in this incident which occurred with three reserve Civil Engineering Corps officers under indoctrination. They were out in a canoe—a lieutenant, a j.g. and an ensign—and the ensign had just been advised that a flimsy had been received from BuPers indicating his next assignment. They were trying to get back to shore, the tide having dropped and the vessel run aground.

The j.g., not wishing to get his shoes full of mud, said to the ensign, "You're the junior on board; how about getting out and pulling this craft ashore?" Said the ensign, "You heard the news—I've just been detached." Said the two-striper, "All right—since you're now a passenger on this vessel, you take orders from the senior officer." The ensign: "But the article on military courtesy said one must defer to seniors, and the senior always leaves the boat first." Said the lieutenant, "That may be true in normal times; but this is a stranded vessel, and the captain always leaves his ship last."

Ultimately all three had to get out and bring the canoe ashore with mud up to their knees.—R. E. B., Capt., USN.

UNIFORM SCUTTLEBUTT

SIR: There has been some scuttlebutt going around about changing the working uniforms for officers and CPOs from the present gray to gray green or aviation green. What is the word?—G.E.B., Lt. (jg), USCGR.

• *"Scuttlebutt" is the word. No such change is contemplated.*—ED.

CREDIT TO MINESWEEPERS

SIR: In your article "Amphibs Hit France" (INFORMATION BULLETIN, July 1944), it is stated that "Two hundred Brit-

(Continued on page 59)



1. 23 July-1 Aug.—U. S. forces conquer Tinian in Marianas.

2. 25 July—Allied naval force attacks Sabang, off Sumatra.

3. 25 July-7 Aug.—Yanks break out of Normandy, cut off Brittany.

4. 27 July—Allied planes begin large-scale attacks on Halmahera.

5. 29 July—B-29s bomb Manchuria.

6. 29 July—Red Army lays siege to Warsaw.

7. 30 July—Allies land at Sansapor.

8. 1 Aug.—Russians reach Batlic.

9. 2-3 Aug.—Nazis make heaviest flying-bomb attack so far on London.

10. 3-4 Aug.—U. S. warships, carrier planes batter Bonins, Volcanoes.

11. 4 Aug.—U. S., Chinese troops capture Myitkyina in Burma.

12. 8 Aug.—Hengyang falls to Japs.

13. 9 Aug.—Jap resistance ends on Guam.

14. 9 Aug.—U. S. tanks bypass Le Mans, flank Germans in Normandy.

15. 10 Aug.—B-29s bomb Nagasaki in Japan and Palembang in Sumatra.

16. 10 Aug.—Allied planes bomb Jap airfields on Davao, Philippines.

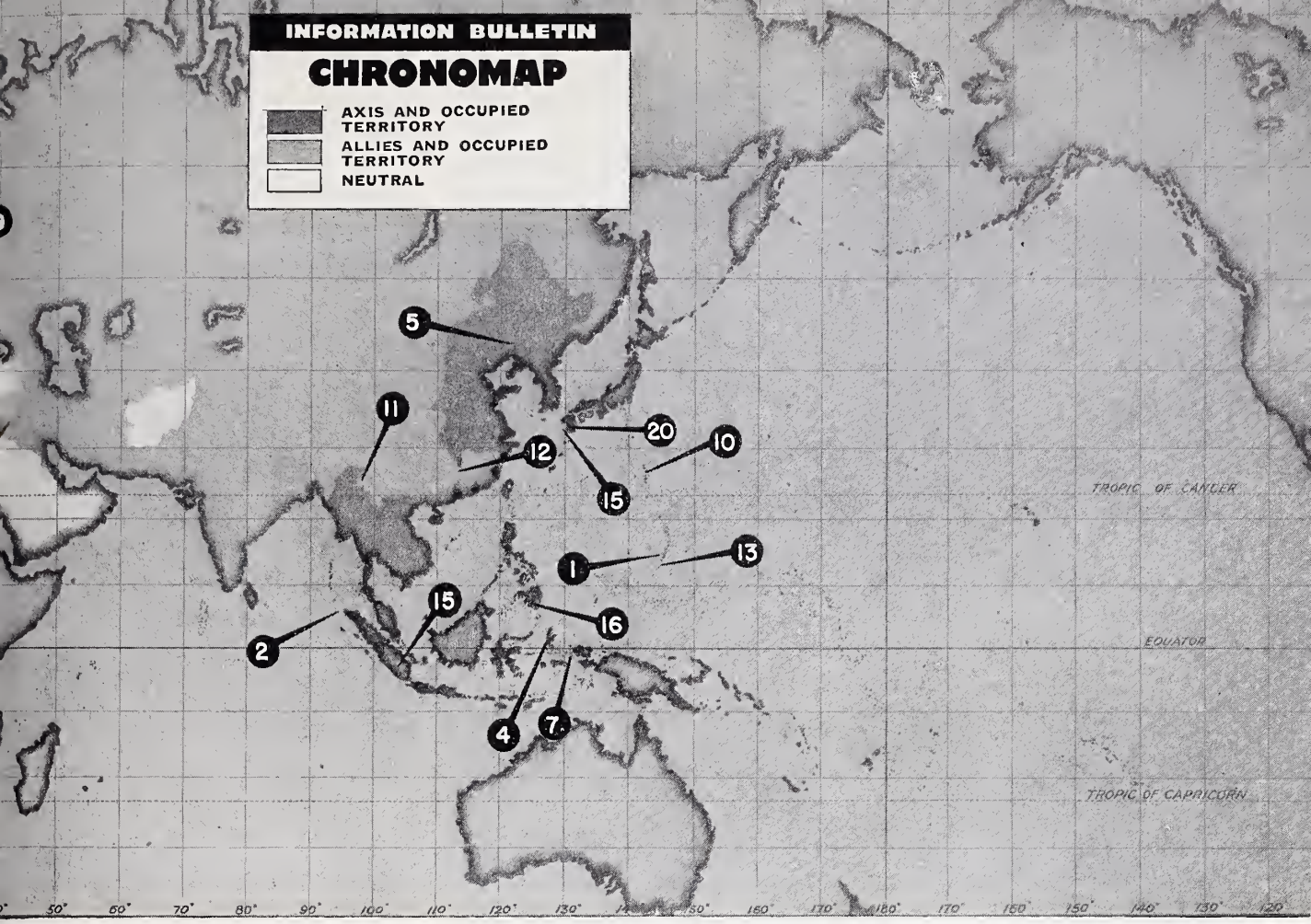
17. 12 Aug.—Nazis abandon Florence.

18. 15 Aug.—Allies land on Riviera.

19. 17 Aug.—Red Army reaches Germany's East Prussian border.

20. 20 Aug.—B-29s bomb Japan.

21. 20 Aug.—U. S. columns cross Seine, close in on Paris.



THE MONTH'S NEWS

PERIOD 21 JULY THROUGH 20 AUGUST

The War

On both sides of the world the Allies continued last month to strip the Axis of conquered soil. Among thousands of square miles recovered were the 206 which are the Island of Guam—first U. S. territory taken by the Japs back in the days when the tide of conquest in the Pacific was running the other way.

In Europe the Nazis, once fearful of a second front, were confronted with a fourth when, on 15 August, an Allied invasion fleet of 800 vessels appeared off the coast of southern France and our forces stormed ashore against surprisingly light resistance. The assault was made along the Riviera between Toulon and Cannes after landings during the night by a French assault group and American and British airborne troops. Patterned after the usual amphibious operation, heavy aerial and naval bombardments softened up coastal defenses for about two hours before the assault. Naval forces were under the command of Vice Admiral H. Kent Hewitt, USN, veteran of amphibious landings in North Africa, Sicily and Salerno.

As Allied forces fanned out inland and the first prisoners were taken, it was discovered that about 40% of the defending troops were battalions composed principally of Russian prisoners of war, with some Czechs and Poles. Only the officers and some non-commissioned officers were Germans.

Within three days the invasion forces had pushed ahead 35 miles in places, and under the leadership of

Guam, Tinian Ours; Allies Flank Paris, Make New Landing in Southern France

Maj. Gen. Alexander M. Patch, USA, who led the Army cleanup of Guadalcanal, the 7th Army was driving north toward a junction with General Eisenhower's forces from Normandy. By 20 August they were on the outskirts of Aix-en-Provence, in a drive that had virtually isolated the great port of Marseille and the naval base at Toulon, on which they were closing in following a heavy air and naval bombardment.

There, taking a page from the textbook used by the Germans four years ago in sweeping across France, the American armored columns under

LAST OCTOBER



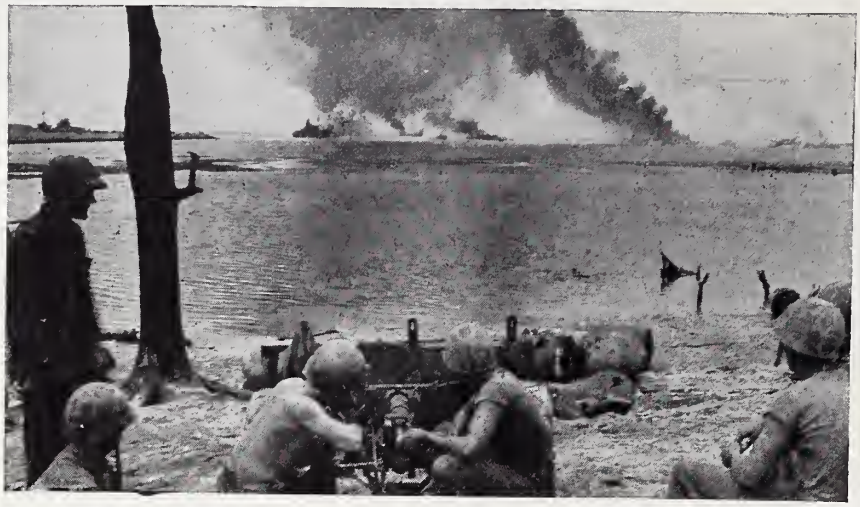
A Pacific Fleet task force blasted enemy positions on Wake with carrier-based aircraft and ship bombardment. Operating with British units, a U. S. carrier participated for the first time in a raid on the European coast.

OCTOBER 1944

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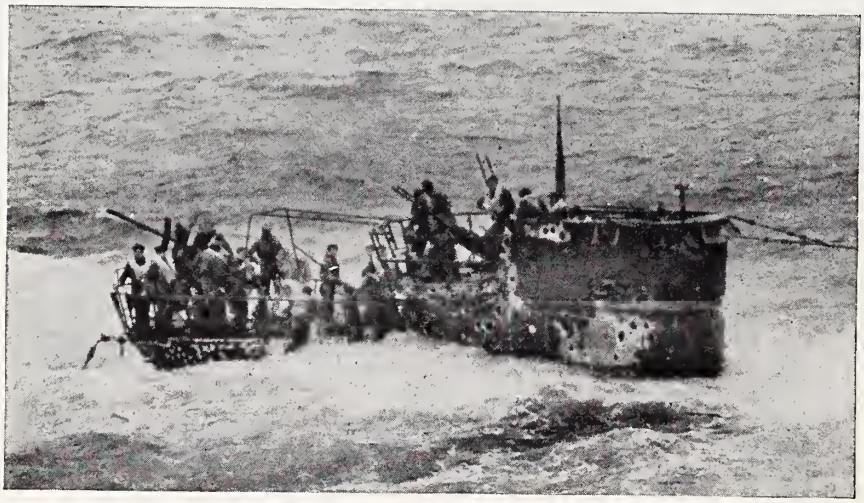
★ WHAT WILL WE DO THIS YEAR? ★

Battering the Enemy From Land, Sea, Air



Official U. S. Marine Corps photograph

TRAPPED Japs attempting to flee Saipan by boat are knocked out by Marines firing on them in Tanapag harbor with 37-mm. field artillery.



Official U. S. Coast Guard photograph

U-BOAT, mortally wounded by depth charges from Navy and Coast Guard DEs, is abandoned by panicky Nazis, of whom 12 were captured.



Official U. S. Navy photograph

JAP OILER carrying several hundred drums of oil starts to sink by the stern after being hit by Navy torpedo bomber in the Marianas.

command of Lt. Gen. George S. Patton Jr. finally broke out of the Normandy beachhead and made lightning thrusts across the Brittany peninsula and toward Paris. The Germans—weary, confused, isolated in pockets, uncertain where the front was, with little or no air support—were virtually helpless against the Allied blitzkreig. One column advanced 52 miles, from Rennes to Laval, in two days, and then swept ahead 42 miles from Laval to the neighborhood of Le Mans in one day.

These were speeds matched only by the Russian drive in July. The Nazis never advanced more than 23 to 30 miles a day against tottering French defenses in 1940.

After sending one column toward Paris, the Americans sent another to the north toward the British and Canadian front, outflanking, chewing up and forcing the withdrawal of the German army that had blocked expansion of the Normandy beachhead. As the Germans sought to extricate themselves from this trap, they faced the possibility of still another, for General Patton's rampaging columns had fanned out around Paris and were rapidly enveloping it to the northwest and southeast. By crossing the Seine northwest of Paris they were in a position to pen the Nazi forces between the river and the British battle line moving east from Normandy.

The Red Army steamroller, after moving 440 miles on the road to Berlin in 52 days, slowly ground to a halt early in August at the border of East Prussia and at the gates of Warsaw, in whose streets the guns of the approaching Red Armies could be heard. Other Russian forces drove to the Baltic Sea west of Riga, encircling an estimated 375,000 Germans in Latvia and Estonia. Stiffening resistance and the necessity of consolidating supply lines then stalled the Russian drive temporarily, but after a two-week pause it began rolling again, stabbing within 55 miles east of Riga, improving positions around Warsaw and, south of Warsaw, "completing the liquidation" of the three German divisions encircled near Sandomierz.

Chased from Rome back behind their Gothic line in Italy, the Germans appeared to be settling down for another stand there. They abandoned Florence and took up prepared positions which they have been fortifying for four months north of the Arno River. The line is built across the northernmost range of the Appennines and is the Germans' last defense line before the plains of northern Italy.

Meanwhile, as Admiral Nimitz and General MacArthur conferred at Pearl Harbor with the President, their forces were battering the Japanese from pillar to post in the Pacific. On a 3,500-mile front from north to south the war was moving closer to

the Japanese homeland, causing Premier Koiso to warn solemnly that the empire was confronted with "national difficulties of unprecedented seriousness."

While Guam was still being cleared of Japs, marines invaded Tinian Island on 23 July and had completed its conquest a week later. All organized resistance on Guam ended on 9 August.

About 11,000 enemy dead have been counted on Guam. This brought the total enemy losses in the Marianas campaign to at least 40,000; undoubtedly they exceeded that figure, for it is known that on Guam the Japs conducted mass burials of large numbers of their casualties. Our total losses in these operations, including wounded as well as killed, have been very much lighter than those of the enemy.

U. S. forces already are using the captured islands of the Marianas as effective bases for both sea and air operations against the Japanese to the west and north. A Pacific Fleet carrier task force suddenly appeared off the Bonin and Volcano Islands on 3-4 August and sank or damaged 46 vessels which the Japs can ill afford to lose, besides pounding ground installations and destroying more planes. U. S. shore-based planes were operating regularly from captured fields for attacks on the Bonins, Pagan, Rota and other islands not yet taken.

To the southwest naval forces, some operating under Admiral Nimitz and some under General MacArthur, continued a constant harassment of positions still occupied by the enemy. Almost daily attacks were made also on Wotje, Mille, Maleolap, Jaluit, Truk, Wake, Ponape and Nauru. Only at Truk was the enemy able to put any planes in the air to intercept these attacks, and then only a few fighters. During a week of these widespread operations we did not lose a single plane.

Light naval forces in the Solomons and the Bismarcks bombarded shore positions and assisted in the destruction of such little barge traffic as the Japs have been able to carry on. All the Carolines, which guard the approaches to the Philippines from the east, had been outflanked and their chief bases were under steady bombardment. Much-bombed Halmahera was virtually neutralized.



Official U. S. Coast Guard photograph

American paratroopers "hit the silk" over Noemfoor Island off New Guinea.

The Allied Eastern Fleet, composed mainly of British warships, paid an unexpected call on Sabang, Sumatra, and left its installations a mass of wreckage.

From China and India, U. S. Army B-29s lashed out in new attacks from the air. On 10 August they bombed shipbuilding targets in the Nagasaki area, while another group was plastering Japanese oil refineries at Palembang, Sumatra. In the latter raid the Superfortresses flew 1,800 miles each way. Two weeks earlier they had bombed Jap industries in Manchuria for the first time.

On 20 August the Superfortresses struck again, with two attacks within 7 hours on the important Yawata-Kyushu industrial center and the western Choguko district, both on the Japanese mainland. The earlier raid was the first daylight attack on Japan since Lt. Gen. Jimmy Doolittle's raiders hit Tokyo.

Both good and bad news came out of the China-Burma theater. U. S. and Chinese troops captured Myitkyina, an important gateway for the delivery of goods to China, after a siege since 17 May. The Japs' only success in any theater was the capture of Hengyang, which fell after an heroic six-week stand. On 8 August the Chinese commander inside the city radioed that the defenders had been killed almost to the last man and that it likely would be his last message.

The sinking of 54 Japanese ships in Far Eastern and Pacific waters by U. S. and British subs was announced within a two-week period. On 28 July the British Admiralty reported its submarines had sunk 21 Jap supply ships, while the sinking of 17 more was announced by the U. S. Navy the following day. On 10 August the Navy reported that 16 more Jap vessels had been sunk, including one combatant ship. Presumed loss of two U. S. submarines was reported during the past month.

In the Atlantic, U-boats are "now the hunted instead of the hunters," a joint Anglo-American statement revealed. More than 500 German U-boats have been destroyed since the war started, 17 since the invasion of France while attempting to interfere with cross-Channel traffic. Nazi claims of ship sinkings continue to be grossly exaggerated, the statement continued, their claims for June being exaggerated just 1,000%.

More robot bombs fell in southern England, dealing death and destruction indiscriminately. One shattered window panes in Buckingham Palace. Thousands of civilians left London, but the Britons were taking their punishment in stride, considering it the last desperate gamble of a beaten foe.

CASUALTY FIGURES

Casualties among naval personnel through 20 August totaled 55,379. Totals since 7 December 1941:

	Dead	*Wounded*	*Missing**	*Prisoners**	*Total*
U. S. Navy.....	16,432	6,969	8,615	2,524	34,540
U. S. Marine Corps	6,106	11,191	842	1,945	20,084
U. S. Coast Guard	346	175	234	0	755
Total	22,884	18,335	9,691	4,469	55,379

* A number of personnel now carried in the missing status undoubtedly are prisoners of war not yet officially reported as such.



Official U. S. Marine Corps photograph

JAP SURRENDERS: Marines help an enemy soldier from a dugout on Tinian in the Marianas. He still holds cigaret used to coax him out.

Navy News

• Because our advances in the Pacific are limiting the future hunting grounds for our subs, and because the success of our submarines in evading and resisting enemy attack has exceeded early expectations, the Navy has cancelled orders for a number of new submarines which were scheduled for completion toward the end of the building program. However, the submarine construction schedule will be maintained at present levels through the next seven or eight months.

The reduction in the number of submarines to be built does not mean that the over-all Navy production program is declining, as it will continue to increase in size at least until the first quarter of 1945.

There are eight classes of weapons and supplies which the Navy urgently needs at the present time. These are carriers and cruisers, new types of assault ships, tankers, bombardment ammunition, rockets to fire from planes and ships, 40-mm. guns and ammunition, machinery for advance bases, such as generators and water distillation and purification units, and high-octane gasoline.

• To expedite compliance with new regulations, the official semimonthly Navy Department Bulletin is now being distributed by V-mail to 37 Navy V-mail receiving stations throughout the world.

At Washington the bulletin is photographed, page by page, on V-mail film. Complete sets of the negatives then are sent by air to the receiving stations. There, enough V-mail size copies of the bulletin are printed from the film negatives for distribution only to the higher echelons of all but three overseas naval commands. The exceptions are ComTen, ComFifteen and the 4th Fleet, to which prompt delivery of advance copies of the regular edition can be made by air transport.

Delivery of the bulletin by V-mail overseas requires only from 3 to 10 days to the most remote operating areas and is followed, as quickly as possible, by the normal distribution of printed copies of the bulletin to the entire service by regular mail.

Normandy Was Destroyer's First And/or Third Action

The invasion of France was the first action against the enemy for the bow of the USS *Murphy*. For the destroyer's stern it was the third.

It came about this way: Last October the *Murphy*, a veteran of the invasions of North Africa and Sicily, was split in half in a collision off New York. The bow sank, but the rest of the vessel was towed into port. The *Murphy* was fitted with a new bow in time to take part in the landings on Normandy.

"Shells popped all around us at Cherbourg," said Comdr. Royal A. Wolverton, USN, skipper of the *Murphy*. "Any number of them hit in our wake and we were straddled four times, but Jerry failed to hit us. Call it the luck o' the Irish, but we're still in one piece."

• Joint Army and Navy liaison groups are now being established in each theater of operations outside continental U. S. to coordinate the welfare, recreation and leisure time educational activities of armed forces personnel and of civilian agencies authorized to operate with them.

This program was authorized in a joint statement of policy by the Secretaries of War and Navy, which cited the benefits already derived by welfare, recreation, morale and special services activities through the Joint Army and Navy Committee on Welfare and Recreation in Washington. The committee has made many such activities available to all branches of the armed forces at minimum cost and with greater coverage, resulting in greater utilization of the respective service programs than would have been possible had each proceeded independently.

The joint statement of policy recommended that, "Wherever practicable in the opinion of commanders of the armed forces, these liaison groups be composed of such service personnel or their representatives as have been or may in the future be designated to assist in operating the details of such activities, and that representatives of the Red Cross and/or the USO be included wherever practicable."

For details, see BuPers Circ. Ltr. 216-44 (N.D.B., 31 July 1944, 44-879).

• Approximately 85,000 male officers and enlisted men in naval shore establishments can be replaced by Waves, civilians or limited service personnel, according to the final report of the Navy Manpower Survey Board to the Secretary of the Navy (INFORMATION BULLETIN, July 1944, page 14). However, the board found that shore establishments in general are not overmanned and recommended an increase of 39,325 (or 3%) in total personnel for the 6,000 activities surveyed.

Among the other recommendations were: that Waves be permitted to serve in the 10th, 14th and 15th Naval Districts, where war hazards are negligible; that limited service personnel be used more extensively in shore establishments; that duplication in the administrative services of the Navy and Coast Guard be eliminated: that naval districts be reorganized and that medical officers and nurses be removed from as many non-professional jobs as possible.

Citing civilian criticism of the Navy's practice of putting young officers, often lacking in experience, over civil service employes of competence and experience, the report agreed that "clarification of relationships between civilian supervisors and officers, particularly junior officers, is most desirable."

The survey, covering 84,246 officers, 519,270 enlisted personnel and 677,529 civilians, was conducted by a board composed of Vice Admiral Adolphus

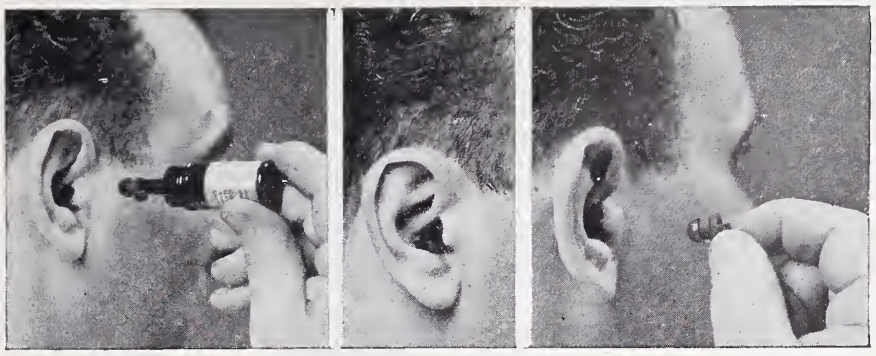
Andrews, USN(Ret), senior member; Rear Admiral Charles W. Fisher, Jr., USN; Arthur S. Flemming, Civil Service Commissioner; John A. Stevenson, president of Penn Mutual Life Insurance Co.; R. Randall Irwin, Lockheed Aircraft Corp., and Capt. Paul F. Foster, USNR.

• A significant move was taken by the Navy Department last month in transferring to the Bureau of Naval Personnel all personnel functions of the Bureau of Yards and Docks.

Suggested by Vice Admiral Ben Moreell, (CEC) USN, Chief of the Bureau of Yards and Docks, the move is designed to bring about closer integration of the personnel work of the Civil Engineer Corps and the Sea-Bees with the overall personnel problems of the Navy. The key personnel engaged accompanied the transfer of these functions to BuPers, where they are being integrated into the appropriate divisions and sections.

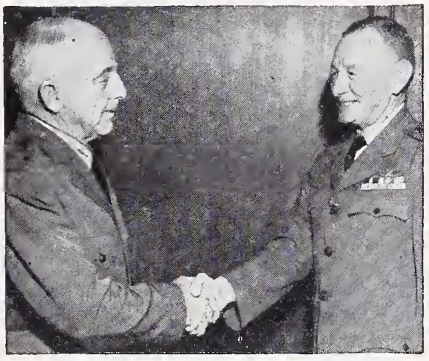
While BuPers is responsible by regulation for all personnel matters, the rapid expansion of personnel in the early days of the war led to some decentralization of personnel administration into the various bureaus. The transfer, now completed, of such functions from BuDocks to BuPers reflects the thinking of both Vice Admiral Moreel and Vice Admiral Randall Jacobs, USN, the Chief of Naval Personnel, that the time has come to return to the traditional pattern of operation.

• Largest mass christening of warships in naval history from the largest drydocks in the world took place on 20 August at Philadelphia Navy Yard. Launched with the aid of 55,000,000 gallons of Delaware River water which flooded the drydocks were the 27,000-ton carrier *Antietam* and the 13,000-ton heavy cruisers *Chicago* and *Los Angeles*. The two cruisers mount eight-inch guns in their main batteries, five-inch guns in the secondary batteries, in addition to anti-aircraft guns of varying sizes. The *Antietam* is designed to carry more than 250 tons of aircraft (about 80 fighters, divebombers and torpedo planes.) Her top speed exceeds 30 knots. Chicago and Los Angeles citizens, through war bond purchases, provided funds for the construction of the two new cruisers.



Left to right: protector being applied, in place and being removed.

• Vice Admiral Aubrey W. Fitch, USN, relieved Vice Admiral John S. McCain, USN, on 1 August as Deputy Chief of Naval Operations for Air (INFORMATION BULLETIN, July 1944, p. 40). The new deputy chief has been on duty in the office in Washington since May 1944. Before that time he had commanded Allied air forces in the South Pacific. Admiral McCain has been given an undisclosed assignment at sea.



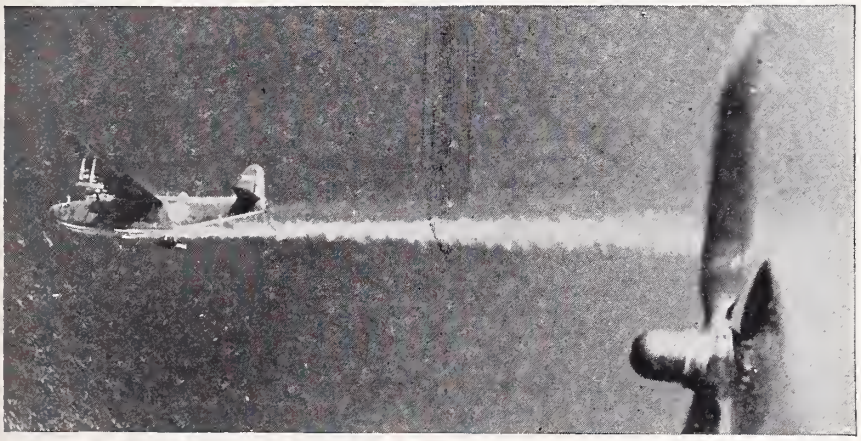
Admiral Fitch (left) and Admiral McCain

• A new ear protector, which guards the wearer against the shocks of gun blasts and the roar of airplane engines, has been adopted by the Navy. This ear warden prevents the partial deafness that sometimes results from long exposure to great noise, and its use does not seriously impair reception of oral commands. It was developed at the University of California at Los Angeles under the direction of the National Defense Research Committee. The device is now being produced in small quantities and has been placed on the allowance lists of BuShips and BuAer.

• Seventeen personal letters have been salvaged from the oily murk that filled the USS *Oklahoma* when she was refloated from her Pearl Harbor grave in February 1944, and 13 of the letters have been returned to the original addressee or the sender. Officers of the Postal Affairs Section, Division of Naval Communications, have been unable to identify the addresses of the remaining four letters. Some were Christmas cards, destined for sailors' families in the U. S. On some can be seen the postmark: USS OKLAHOMA—DEC. 6—P.M.—1941.

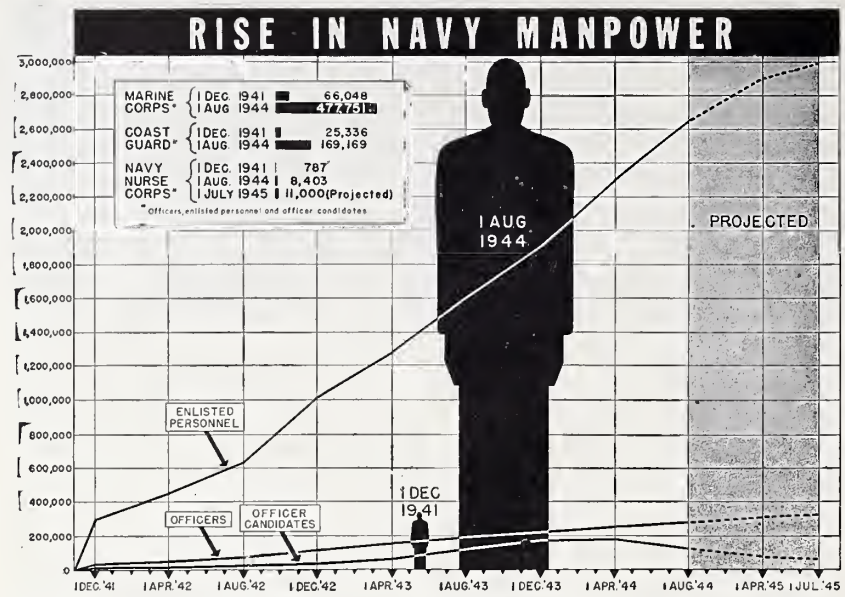
• The Office of Naval History has been established directly under the Secretary of the Navy. Admiral E. C. Kalbfus, USN (Ret), member of the General Board, has been designated Director of Naval History in addition to his other duties. The duties of the director are: to coordinate the preparation of all histories and narratives of the current wartime activities in the naval establishment in order to assure adequate coverage to serve present and future needs and effectively to eliminate non-essential and overlapping effort; to initiate and approve essential new projects, amend existing projects, and take whatever steps are necessary to obtain the purposes desired. Further details are set forth in N. D. B., 15 Aug. 1944, 44-901.

• Two motor torpedo boats, financed in the recent war bond cash purchase drive by members of the Women's Reserve, were launched at New Orleans, La., on 30 July—second anni-



Official U. S. Navy photographs

"EMILY" IN FLAMES: Jap flying boat goes down in flames after a surprise attack in the Central Pacific by a Navy PB4Y at right.



Increase in Personnel Authorized As We Move Faster Toward Tokyo

The personnel strength of the Navy is now more than nine times what is was when the Japs attacked Pearl Harbor and, under a recently authorized increase, can go up another 11% by the end of next June to a total of 3,389,000.

The previously authorized strength of 3,006,000 was reached in July. At that time a Navy Department plan was approved to increase the personnel on active duty to 3,200,000 by 31 Dec. 1944 and to add another 189,000, if needed, in the first half of 1945. These figures do not include personnel of the Marine Corps or Coast Guard.

The authorized increases are for enlisted personnel needed, for the most part, to man new amphibious craft and auxiliary vessels going into commission next year. There is no boost in the number of officers and officer candidates previously authorized.

In announcing the increased authorizations Secretary of the Navy James Forrestal said:

"While the war in the Pacific is by no means approaching an end, it has been possible to strike at Japan's inner defenses and to bring the war to the doorstep of the enemy sooner than expected. We have moved faster than we had expected in the Pacific. Additional personnel are essential to keep pace with the acceleration of operations in that theater. Men who might not have been needed until late next year must now be drawn into service between October 1944 and July 1945 to assure successful operations on the revised timetable. . . .

"The possible effect of Germany's defeat has been considered, but it is now apparent that the end of hostilities in Europe will provide no measurable relief to the Navy's personnel problem for two reasons.

"First and most important, the Pacific war has progressed so rapidly that personnel which may be released from the European theater cannot be counted on definitely for transfer to the Pacific before the peak of personnel requirements in that area will have been reached.

"Second, a substantial number of personnel on duty in the European theater will be immediately engaged, whenever the conclusion of hostilities there comes, in the task of transporting military forces. Twelve thousand and five hundred miles of ocean separate Europe from Guam. Moving men and their equipment over such vast distances will, in itself, put a heavy strain. on the Navy. . . .

"The necessity of providing complements for ships, planes and bases needed for projected operations from now to June 30, 1945, will require a total of 580,000 personnel. Approximately 197,000 of this number are expected, however, to be made available from sources within the service. Personnel will be transferred to new duties as a result of contraction of activities made possible by successful completion of some operations. Therefore, availability of men now in the service will make it possible to reduce to 383,000 the net number required from civilian sources.

"Of the 580,000 gross addition, about 60% are needed for duty aboard ships, principally amphibious vessels, 33% are needed for naval aviation and new activities, and 7% are needed for advance base, staff and miscellaneous duties."

versary of the Waves. In the bond drive Waves over-subscribed the cost of the two PTs by 60%. Waves on duty in the 12th Naval District led the nation with a cash investment of more than $400,000. Sponsors at the double launching were two enlisted Waves on duty in the 8th Naval District.

• The name of the Procurement Legal Division, Office of the Under Secretary of the Navy, has been changed to the Office of General Counsel for the Department of the Navy and is now directly responsible to the Secretary of the Navy, under terms of a SecNav letter of 3 Aug. 1944. The head of the Office of General Counsel is designated as the General Counsel for the Department of the Navy and has cognizance of all legal matters relating to the procurement or disposition of naval materiel and facilities and such other legal duties as may be assigned by the Secretary, the Under Secretary or the Assistant Secretary for Air. Functions and duties of the central office of the Procurement Legal Division will be assumed by the new office.

• Two frigates now being fitted out for the Navy will be named for the home towns of the ranking U. S. Army generals participating in the Normandy campaign. One will bear the name of USS *Abilene*, in honor of Gen. Dwight D. Eisenhower's home town in Kansas, while the other will be named USS *Moberly*, after the home town of Lt. Gen. Omar N. Bradley, in Missouri.

• Rear Admiral Charles P. Cecil, USN, was killed 31 July when a plane crashed in a takeoff from a base in the Pacific theater. Nine other naval officers, three Army officers and six members of the Pan-American Airways crew also were killed in the crash. Admiral Cecil was commanding officer of the USS *Helena* when she was sunk in the Battle of Kula Gulf after extracting a big toll of Japanese warships.



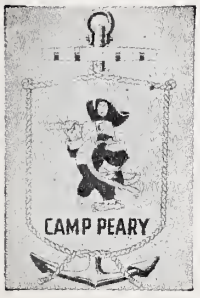
Admiral Cecil

• Admiral Harold R. Stark, USN, Commander U. S. Naval Forces in Europe, has commended the Naval Air Transport Service for helping to fly nearly a quarter of a million pounds of special gear from this country to England just prior to the invasion of France. The Army Air Transport Command cooperated in moving the material. NATS delivered 165,250 pounds in 16 plane loads. Individual loads were carefully assembled in such a manner that each plane carried a certain number of complete units of the equipment. Thus, if any plane were lost en route, the units that did get through would be usable.

Ships & Stations

• The station laundry at NAS, Weeksville, Elizabeth City, N. C., practically eliminated customers' queues with installation of a self-service system. Customers now select their packages from alphabetically arranged shelves, check their own laundry lists, then pay the cashier. A shoe repair counter is operated in the same manner.

• A seaman from Michigan, while singing "Oh How I Wish Again I Was in Michigan," accidently dropped a coin into a water storage well at NTC, San Diego, Calif. Next day he was headed home on a seven-day leave. The story made the rounds of the training center, and sailors turned the pit into a "wishing well." Navy Relief received the more than $9 in pennies and nickles which the well yielded in a recent drainage and cleaning.



• A peg-leg pirate parrot, clad in a Revolutionary War uniform, has been adopted as the insignia of Camp Peary NT&DC, Williamsburg, Va. Designer is J. L. Campbell, Ptr3c, on duty there.

• A 300-foot replica of the USS *Dallas*, old four-stack destroyer still in service, is serving as a land training ship for recruits at NTC, Great Lakes. The land *Dallas*, complete in nearly all details, was built from scrap under direction of R. David Davis, CSp(A), visual aids director for the 21st Regiment, who conceived the idea after a visit to a California destroyer base during leave.

• When Aviation Cadet Jack L. Mitchell became a naval aviator with the rank of ensign at NATC, Corpus Christi, his gold wings were pinned on his new uniform by his mother, Lt. (jg) Catharine E. Mitchell, USNR. The Mitchells, one of the first mother-son combinations in the Navy,



Official U. S. Navy photograph

Lieutenant (jg) Mitchell pins wings on Ensign Mitchell.

volunteered together at Huntington, W. Va. Mrs. Mitchell is on duty in the 3d Naval District, New York, N. Y.

• Roudet O. Turner, Cox, USN, lost his wallet when the Liberty ship *Henry Bergh* ran aground on the Farallon Islands, just outside San Francisco Bay, and sank. Less than two months later the wallet was returned to him at NT&DC, Treasure Island, Calif. It had washed ashore near the Bolinas Lifeboat Station and was found by a civilian who turned it over to the San Francisco Coast Guard office. The CG office in turn delivered it to the Treasure Island security department, and Turner was located at his home in Richton, Miss. Contents of the wallet were intact, including checks and cash totaling more than $1,000.

• When Wave Dorothy Simmons, AMM2c, was promoted to her present rate at NAS, Ottumwa, Iowa, she didn't have to buy a new rating badge. Her father sent her one from their Illinois home—the one he wore while serving in the Navy during World War I.

• Henry Lauman, S2c, USNR, member of the ship's company at NTC, Farragut, Idaho, bowled the first perfect (300) game in the station's history.

Home Front

• A new series of tests designed to determine more accurately the educational and mental qualifications of registrants for military service have been placed in effect by the armed forces. Selective Service has instructed local boards to reconsider cases of all registrants between 18 and 25 who previously had been found unfit for service because of educational or mental deficiences. The U. S. Public Health Service announced that a quarter of a million registrants, found unfit when blood tests indicated they were infected with syphilis, have been reclaimed through treatment.

• The AFL and CIO have agreed that returning veterans will be admitted to full union membership at an initiation fee no higher than that charged prior to 1 Jan. 1940, it was announced by Carl J. Schoeninger, national commander of the VFW. Dues, also, will be no higher than before the war. Veterans who were union members before their enlistment or induction will have the length of their military service added to their union seniority.

• The War Manpower Commission ordered hotels to slash their services and restricted the employment of men under 45. Hotel guests can have no more than one bath towel and two face towels per day and no more than two clean sheets per week, the WMC decreed. Guests must juggle their own baggage unless it is done by elderly or physically handicapped bellhops, or by women. Most hotels reported this reduction in services had been in effect long before the WMC order.

• Defiant machinists who failed to report for overtime work at San Francisco machine shops seized by the Navy have been certified to Selective Service boards, blacklisted for other jobs by the War Manpower Commission, and reported to their war ration boards. Rear Admiral Harold G. Bowen, USN who acted for Secretary of the Navy James Forrestal in taking possession of the five shops, said the sanctions are "the most thoroughgoing that have ever been applied to a labor union in this country."

• The Army and Navy agreed last month to furlough or discharge former tire workers now in this country back to their peacetime employers because of the shortage of heavy-duty truck and bus tires. It was hoped to increase the output of this class of tires by at least 30% during August and September.

• A sweeping cutback affecting Liberator bombers, Commando transports and Thunderbolt fighters was ordered by the War Department, which is now concentrating on the production of the new B-29 and B-32 superbombers. About 20,000 workers will be affected immediately and 100,000 more by the end of this year. Plane losses in Europe have been lighter than expected, the War Department explained.

• Civilian and military headquarters employes of the Army Service Forces went on a nine-hour day 1 August. All leaves of absence and vacations were cancelled until further notice.

Quotes of the Month

• *Prime Minister Churchill:* "I greatly fear raising false hopes, but I no longer feel bound to deny that victory may come perhaps soon."

• *Under Secretary of the Navy Ralph A. Bard:* To avert a third war disaster in our times, we must administer a bona fide defeat to the enemy."

• *Maj. Gen. Allen H. Turnage,* USMC, on eve of assault on Guam: "Make certain that every fighting Jap does his duty—'dies for his Emperor.'"

• *Admiral Nimitz:* "This is a new experience [for the Japanese]. They have until now been on the winning side. I don't know how much they can take before they throw in the sponge."

• *Lt. (jg) Michael S. Alexatos,* USNR, Hellcat pilot attacked by a Zero in sweep over Iwo Jima: "I had 415 knots indicated and he didn't follow me down."

• *Rear Admiral Thomas L. Gatch,* USN, Judge Advocate General of the Navy: "The young men in our Army and Navy are fighting today so that their sons will not have to fight in their day."

THE WAR AT SEA

OFFICIAL REPORTS: 21 JULY THROUGH 20 AUGUST

All Dates Local Time at Scene of Action Unless Otherwise Indicated.

U. S. Navy Communiques In Full And Pertinent Excerpts From Others

21 JULY

U. S. Pacific Fleet Communique

U. S. marines and Army assault troops established beachheads on Guam Island on 20 July (West Longitude date) with the support of carrier aircraft and surface combat units of the 5th Fleet. Enemy defenses are being heavily bombed and shelled at close range.

Amphibious operations against Guam Island are being directed by Rear Admiral Richard L. Conolly, USN. Expeditionary troops are commanded by Maj. Gen. Roy S. Geiger, USMC, commanding general of the 3d Amphibious Corps.

The landings on Guam are continuing against moderate ground opposition.

U. S. Pacific Fleet Communique

Good beachheads have been secured on Guam Island by marines and Army troops. Additional troops are being landed against light initial enemy resistance. The troops advancing inland are meeting increased resistance in some sectors.

On 19 July (West Longitude date) 627 tons of bombs and 147 rockets were expended in attacks on Guam by carrier aircraft. Naval gunfire and aerial bombing were employed in support of the assault troops up to the moment of landing, and remaining enemy artillery batteries are being neutralized by shelling and bombing. Preliminary estimates indicated that our casualties are moderate.

Liberator search planes of Group 1, Fleet Air Wing 2, bombed Haha Jima and Chichi Jima in the Bonin Islands and Iwo in the Volcano Islands on 19 July. At Iwo Jima the airfield and adjacent installations were hit. At Chichi Jima an enemy destroyer was bombed. Antiaircraft fire ranged from moderate to intense. One of our planes was damaged but all returned.

22 JULY

Navy Department Communique No. 532

1. The submarines USS *Trout* and USS *Tullibee* are overdue from patrol and must be presumed to be lost.

2. The next of kin of casualties of the *Trout* and *Tullibee* have been so notified.

U. S. Pacific Fleet Communique

Our troops are making satisfactory progress in both sectors of Guam. We have captured Mt. Alifan in the southern area. In the north the roads from Agana to Piti town are in our hands.

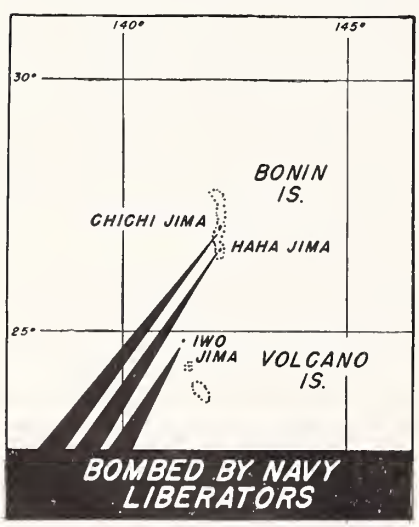
Our northern beach extending from Asan Point to Adelup Point was under mortar fire during the night of 20-21 July (West Longitude date).

Before daylight on 21 July the enemy launched a counterattack on the eastern side of our lines in the northern sector, which was thrown back after daylight by our troops, supported by air, naval and artillery bombardment.

Cabras Island is under our control and about half of it has been occupied.

At the southern beachhead, extending from Agat town south to Bangi Point, the enemy attempted a counterattack in the early morning of 21 July, which was thrown back. In retreating the enemy left behind five tanks and approximately 270 dead.

Initial beachheads on Guam Island were established immediately above and immediately below Orote Peninsula. Troops of the 3rd Marine Division landed on the northern beach. The 1st Provisional Marine Brigade landed in the south. Following the initial assault landings, elements of the 77th Division, USA, were landed in support of the marines.



See 21 July.

23 JULY

U. S. Pacific Fleet Communique

Substantial gains were made by our forces on Guam during the night of 21 July and during the day of 22 July (West Longitude date). In the northern area all of Cabras Island and Piti town were captured. Attempts made by the enemy during the night of 21-22 July infiltrate our lines were repulsed in the southern area. Orote Peninsula has been nearly cut off by our forces. Aircraft and naval gunfire are closely supporting our troops.

Our estimated casualties through 22 July are as follows: killed in action, 348; wounded in action, 1,500; missing in action, 110.

Intense artillery and naval gunfire was directed against Tinian Island on 21 July. Enemy gun positions and troop concentrations were principal targets. On the same day, Thunderbolt fighters of the 7th AAF attacked Tinian and Pagan Islands. At Tinian gun emplacements and pillboxes were bombed. At Pagan the airstrip was bombed and strafed. Intense antiaircraft fire over Pagan damaged two of our aircraft.

Seventy-five tons of bombs were dropped on airfield and dock areas at Truk Atoll on 21 July by 7th AAF Liberators. Fires and explosions were observed. Two airborne enemy fighters did not attempt to intercept our force. Antiaircraft fire was meager.

ADVANCED ALLIED HEADQUARTERS ON NEW GUINEA—*MacCluer Gulf:* Medium units sank a 1,000-ton freighter and two coastal vessels, destroyed a troop-laden barge and raided shore installations . . . *Geelvink Bay:* Fighters swept the shore lines, destroying three barges laden with fuel and supplies, and damaged several others . . . *Aitape-Wewak:* Air patrols, cooperating with naval units, bombarded shore installations at Dogerto Bay and harassed enemy coastal traffic.

24 JULY

U. S. Pacific Fleet Communique

Assault troops of the 2nd and 4th Marine Divisions established beachheads on Tinian Island on 23 July (West Longitude date), supported by carrier and land-based aircraft and by artillery and naval gunfire.

Amphibious operations against Tinian Island are being directed by Rear Admiral Harry W. Hill, USN, Commander Group 2, Amphibious Forces, Pacific Fleet.

Expeditionary troops are commanded by Maj. Gen. Harry Schmidt, USMC, Commanding General, 5th Amphibious Corps.

The landings are being continued against light ground opposition.

U. S. Pacific Fleet Communique

Enemy forces on Orote peninsula of Guam Island have been completely cut off by troops of the 1st Provisional Marine Brigade and the 77th Infantry Division which advanced during 23 July (West Longitude date) across the base of the peninsula.

In the northern sector the 3rd Marine Division has made additional gains against strong enemy opposition which continues despite heavy casualties inflicted by our ground troops and intense air and naval bombardment.

In the north our lines, as of 1800, 23 July, extend northeast from the mouth of the Sasa River to Adelup Point and extend inland approximately 2,900 yards at the point of deepest penetration. In the south our lines extend from the inner reaches of Apra harbor to a point opposite Anae Island. The greatest depth of advance is approximately 5,000 yards.

Rota Island was attacked by carrier aircraft on 23 July. Runways and adjacent installations were principal targets.

Ponape, in the Caroline Islands, was bombed on 22 July by 7th AAF Mitchells. Gun positions were bombed and harbor installations strafed.

Shimushu, in the northern Kurils, was attacked on 22 July by Ventura search planes of Fleet Air Wing 4. A large fire was started near the airfield. Moderate antiaircraft fire was encountered. Eight enemy fighters intercepted our force and caused some damage to a Ventura.

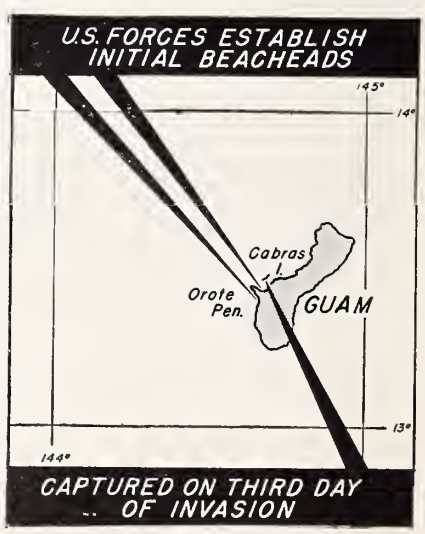
ADVANCED ALLIED HEADQUARTERS ON NEW GUINEA—*Philippine Islands:* Our air patrols sank a coastal vessel 70 miles off the coast of Mindanao. . . *Halmahera:* Our medium units bombed shipping and villages, destroying a 1,000-ton vessel . . . *New Ireland:* Naval units sank a number of small craft off the east coast.

25 JULY

U. S. Pacific Fleet Communique

On 24 July (West Longitude date) contact was established between patrols from the northern and southern assault forces on Guam Island, along the eastern shore of Apra harbor. In the northern sector good progress has been made and pockets of resistance near Adelup Point have been wiped out. In the north our lines now extend from Adelup Point in a general southwesterly direction to the mouth of the Aguada River. In the southern sector our lines extend across the base of the Orote Peninsula to a point opposite Anae Island.

Carrier aircraft and naval surface units continue to bomb and shell selected targets and are interfering with troop movements in the rear of the enemy lines.



See 21-23 July.

Our casualties through 24 July were 443 killed in action, 2,366 wounded in action, and 209 missing in action. Our forces have counted 2,400 enemy dead.

The Tinian beachhead was broadened and deepened during 24 July. An enemy counterattack before dawn on 24 July was broken up by our troops, inflicting heavy casualties on the enemy and destroying five tanks. At mid-morning our forces began an attack, preceded by heavy artillery and naval fire support, which advanced our lines half-way across the northern end of the island and widened the coastal area under our control to a distance of 3½ miles.

Our casualties through 24 July were 15 killed in action and 225 wounded. Our troops have counted 1,324 enemy dead.

Paramushiru in the Kuril Islands was attacked by Ventura search planes of Fleet Air Wing 4 on 23 July. An airfield was bombed and fires started. Several fishing vessels offshore were strafed. Enemy fighters intercepted our force and damaged one of our planes. One enemy fighter was probably shot down and another damaged.

Sixty-seven tons of bombs were dropped on Truk Atoll by 7th AAF Liberators on 23 July. Waterfront installations, warehouses, antiaircraft batteries and airfields were bombed. Several enemy fighters intercepted our forces. One fighter was probably shot down and three damaged. Antiaircraft fire was meager.

ADVANCED ALLIED HEADQUARTERS ON NEW GUINEA—*Halmahera:* Our reconnaissance planes attacked and left burning a small cargo vessel off Morotai Island . . . *Western Vogelkop:* Our medium units, continuing their blockade, sank two supply-laden luggers and a coastal vessel . . . *Manokwari:* Our fighters strafed coastal installations to the south and, cooperating with light naval units, destroyed or damaged several barges and small craft . . . *Aitape-Wewak:* The relentless interdiction of our light naval force has destroyed the bulk of the enemy's barges and reduced his truck traffic along the coastal road to inappreciable volume . . . *New Ireland:* Light naval units shelled coastal installations.

26 JULY

ADVANCED ALLIED HEADQUARTERS ON NEW GUINEA—*Kai Islands:* Our air patrols raided enemy barge traffic, scoring many hits in a group of 18 and among smaller concentrations . . . *Molucca Sea:* Our air patrols bombed a 1,000-ton enemy cargo vessel southwest of Halmahera, forcing it aground, and destroyed a coastal vessel west of the Talaud Islands, midway between Halmahera and Mindanao . . . *Manokwari:* Our fighters with light naval units destroyed or severely damaged seven barges and harassed enemy coastal traffic . . . *Aitape-Wewak:* Naval units bombarded shore positions. Air patrols raided enemy supply lines, wrecking five barges and traffic on the coastal road.

27 JULY

ADVANCED ALLIED HEADQUARTERS ON NEW GUINEA—*Tanimbar Islands:* Our air patrols attacked enemy barges at the Kai Islands . . . *Aitape-Wewak:* Naval patrols swept the coastline, disrupting barge and coastal road traffic . . . *New Ireland:* Light naval craft shelled coastal targets.

KANDY, *Special communique*—In the course of certain operations carried out by the Allied Eastern Fleet, Sabang, the Japanese-held naval base at the entrance to the Strait of Malacca, was subjected to a heavy-scale bombardment soon after sunrise on 25 July and by some of the battleships, cruisers and destroyers attached to this fleet.

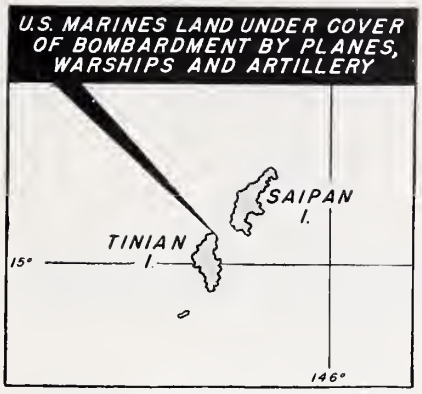
Complete surprise was achieved and the bombardment, which was covered and supported by carrier-borne aircraft, lasted 35 minutes and was most effective.

The harbor installations were almost completely destroyed. Dockyard workshops, wharves and godowns were hit by at least 16 salvos of heavy shells. All suffered extensive damage and the target area was left a mass of flame and smoke.. Barracks were hit by at least 10 salvos of heavy shells. Half of this area was devastated and the remaining buildings were destroyed or severely damaged.

A radar station also was heavily shelled by our destroyers and attacked by aircraft.

Ships taking part in this bombardment suffered no damage or casualties.

Under cover of the main bombardment a force consisting of three destroyers and



See 24 July.

a Netherlands cruiser proceeded into the harbor and engaged targets at very close range. They silenced shore batteries, sinking one medium-sized merchant ship and wrecking two jetties with torpedoes.

Prior to the bombardment, aircraft from the carriers attacked neighboring airdromes, damaging hangars, buildings and a radar station, and destroyed four enemy aircraft on the ground. Two other enemy aircraft which attempted to approach the fleet promptly were shot down by our fighters.

A formation of enemy aircraft attempted to attack on the evening of the 25th. Of these, three were shot down by our fighters and two were damaged, and the remainder were driven off before they could close with the fleet.

28 JULY

U. S. Pacific Fleet Communique

There were no material changes in our lines on Guam Island during 26 July (West Longitude date). On the Orote Peninsula our forces are continuing their attack against more than 2,000 enemy troops entrenched in dugouts and pillboxes. The defenders are employing artillery, automatic weapons and mortars in considerable quantities. In the southern sector our lines are unchanged. Delayed reports indicate that severe fighting took place before dawn on 25 July in the northern beach area. In places enemy infiltration tactics succeeded, but by early morning the attack was repulsed with an estimated loss of 2,000 enemy troops.

During 26 July carrier aircraft bombed the airfields near Agana town on Guam and at Rota Island. Gunboats are being used in close support of our troops on Guam.

On the night of 26 July a single Liberator search plane of Fleet Air Wing 2 made a low-level attack over Truk lagoon, obtaining two direct hits on a cargo ship and bombing a group of small craft.

Ponape and Nauru Islands in the Carolines and remaining enemy positions in the Marshalls were attacked by aircraft of the Central Pacific shore-based air force on 26 July.

U. S. Pacific Fleet Communique

Our forces in Guam Island made substantial gains in all sectors on 27 July (West Longitude date).

Northern forces extended their beachhead east to a point near the outskirts of Agana town and advanced several hundred yards along the entire northern front.

In the central sector marines drove inland more than two miles from Apra harbor and occupied Mt. Tenjo, Alutom and Chachao. In the south our troops advanced more than a mile in an easterly direction. The southern terminus of our beachhead remains at a point on the west coast opposite Anae Island.

Marines driving northwest of Orote Peninsula against stubborn resistance secured an additional 500 yards.

On Tinian Island marines pivoting on our eastern anchor above Masalog Point advanced more than 3½ miles along the west coast, capturing the airfield above Gurguan Point. Coastal batteries on Tinian Island were shelled by battleships on 27 July.

On Saipan Island our troops have now buried 21,036 enemy dead. Conservative estimates indicate that our forces have killed 4,700 enemy troops on Guam.

Of our own troops previously listed as casualties, 5,434 have now returned to duty.

ADVANCED ALLIED HEADQUARTERS ON NEW GUINEA—*Sorong:* Our air patrols sank a barge and damaged a small enemy freighter by strafing . . . *Manokwari:* Our light naval units and cooperating fighters bombed and strafed Mansinam Island, silenced gun positions and damaged or destroyed small coastal craft . . . *Aitape-Wewak:* Air and naval patrols sweeping the coast probably destroyed an enemy barge . . . *Truk:* Our medium units intercepted and attacked a five-vessel convoy on a southerly course 160 miles south of Truk. One vessel probably was sunk, three were left burning and the other escaped to the north . . . *New Ireland:* Our light surface vessels strafed and shelled Katharine harbor and Kaut Bay.

LONDON, *Admiralty communique*—His Majesty's submarines in the course of intensified operations against Japanese shipping have recently destroyed 21 more supply vessels and craft in Far Eastern waters. In addition, hits with torpedoes were obtained on two supply ships of medium size and a small tanker was severely damaged by gunfire.

Several other vessels also were damaged during brisk gun actions fought with two small escorted conveys.

Two supply ships which were destroyed were of medium size. One was attacked in the Malacca Strait near Medan, Sumatra, while proceeding under escort which included two submarine chasers and aircraft. The vessel blew up and sank.

Another medium-sized supply vessel was torpedoed in the vicinity of Padang and later was seen to sink . . .

In addition to these successful attacks on enemy shipping, His Majesty's submarines bombarded oil tanks at Sibolga on the northwest coast of Sumatra and military installations on the northern part of Ross Island and at Port Blair.

29 JULY

Navy Department Communique No. 533

MEDITERRANEAN THEATER

1. The USS *Swerve*, minesweeper, was sunk in the Mediterranean recently as the result of enemy action.

2. The next of kin of casualties have been notified.

Navy Department Communique No. 534

PACIFIC AND FAR EAST

1. U. S. submarines have reported the sinking of 17 vessels, including one combatant ship, as a result of operations against the enemy in these waters, as follows:

One escort vessel
One large cargo transport
One medium tanker
One medium transport
Three medium cargo transports
Six medium cargo vessels
Four small cargo vessels

2. These actions have not been announced in any previous Navy Department communique.

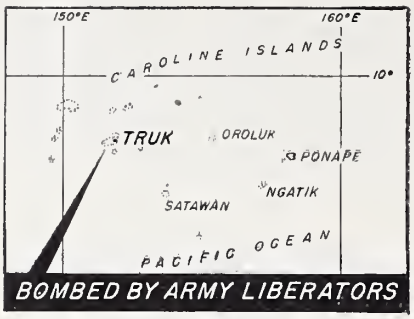
U. S. Pacific Fleet Communique

Marine forces, continuing their advance throughout 28 July (West Longitude date), are compressing the enemy into the southern area of Tinian Island. On the west coast of the island our troops are near Tinian town. In the center we have made additional gains of nearly two miles. On the east coast progress has been slowed due to the difficulty of operation in the high ground near Masalog Point, but our eastern line was advanced about a half mile.

On 27 July, Saipan-based Thunderbolt fighters flew 130 sorties over Tinian, strafing and bombing enemy troops, gun positions and supply areas. Fires and explosions were observed. One of our fighters was lost. Carrier aircraft continued attacking enemy defenses, troop concentrations and gun positions on 28 July in close support of our ground operations on Guam. Liberators of the 7th AAF attacked Truk Atoll with more than 60 tons of bombs on 27 July.

An estimated eight Japanese interceptors attacked our bombers, and one bomber was shot down. Two crewmen bailed out and were strafed by enemy fighters. Our other bombers shot down two enemy fighters, probably shot down one and damaged two.

Japanese positions and installations on



See 25 July.

Jaluit, Wotje and Mille in the Marshall Islands were attacked on 27 July by Corsairs and Dauntless divebombers of the 4th Marine Aircraft Wing, Ventura search planes of Fleet Air Wing 2 and Mitchell medium bombers of the 7th AAF. A single Ventura search plane of Fleet Air Wing 2 bombed Nauru Island on the same day.

U. S. Pacific Fleet Communique

Orote Peninsula, on Guam Island, has been captured by the 1st Provisional Marine Brigade. Organized resistance ceased late in the afternoon of 28 July (West Longitude date).

Apra harbor is being patrolled by light fleet units to prevent the few remaining Japs from swimming to the mainland. No material change took place in our 10-mile front extending from Adelup Point to a point on the west coast opposite Anae Island, but our patrols ranged out ahead of our lines nearly a mile in some places.

A large quantity of enemy equipment and munitions has been captured or destroyed, including 30 enemy tanks, 72 field pieces and coast defense guns of varying calibers up to 8-inch, and many motor vehicles.

ADVANCED ALLIED HEADQUARTERS ON NEW GUINEA—*Ceram-Amboina:* Our air patrols sank a medium-sized merchant vessel off the north coast . . . *Southern Vogelkop:* Our medium units raided enemy shipping, sinking a coastal vessel off Cape Sele and leaving a 1,000-ton freighter in flames to the southeast.

30 JULY

ADVANCED ALLIED HEADQUARTERS ON NEW GUINEA—*Aru Islands:* Our air patrols strafed a large lugger near Dobo, setting it on fire . . . *Halmahera:* A coastal vessel was sunk in Galela Bay . . . *Sorong:* Fighters patrolled the coast to the east, damaging several small craft and starting a fuel fire . . . *MacCluer Gulf:* Our attack planes sank a lugger in Kaimana Bay . . . *Manokwari:* Our fighters and light naval units, searching to the south and west, destroyed one barge and strafed a number of smaller craft . . . *Aitape-Wewak:* Air and naval patrols along the coast destroyed two fuel-laden barges and damaged others . . . *Truk:* Our medium units attacked shipping in the Nomoi Islands, 150 miles to the southeast, probably damaging one gunboat . . . *New Ireland:* Light naval craft bombarded coastal targets and destroyed two enemy barges.

31 JULY

ADVANCED ALLIED HEADQUARTERS ON NEW GUINEA—*Halmahera:* One of our patrol planes attacked an enemy merchant vessel at the Talaud Island to the northwest . . . *Aitape-Wewak:* Air and naval patrols damaged two barges and wrecked several motor vehicles.

CHUNGKING, *14th AAF communique*—A Liberator on a sea sweep off Hong Kong sank a 4,000-ton freighter, another of 2,700 tons and a 750-ton vessel.

1 AUGUST

U. S. Pacific Fleet Communique

During 31 July (West Longitude date) troops of the 2nd and 4th Marine Divisions moved ahead against moderate enemy resistance and through difficult terrain and occupied the cliffs overlooking the beaches at the extreme southern tip of Tinian Island.

During the night of 30-31 July the Japanese attempted several small-scale counterattacks, which were beaten back at a cost to the enemy of 300 dead. Our attack was launched in the morning of 31 July and carried to the southern beaches by late afternoon. The enemy on Tinian now has little means of resistance and no means of escape.

During the night of 29-30 July 7th AAF Liberators bombed Truk Atoll and neutralization raids against enemy positions in the Marshall and Caroline Islands were carried out by aircraft of the Central Pacific shore-based air force before dawn and during the day of 30 July.

U. S. Pacific Fleet Communique

U. S. forces continued to advance rapidly on Guam Island during 31 July (West Longitude date), driving northward from 2½ to 3 miles in the center and on the right flank and advancing about a half-mile on the left flank. In the advance the towns of Utang, Pado, Pulan and Maite were occupied.

On the west coast our line is anchored about a mile and half south of Saupon Point, and on the east coast we are less than a mile from Fadian Point.

On Orote Peninsula mopping-up operations have been completed and in the southern half of Guam these operations are continuing.

Carrier aircraft of a fast carrier task group directed bombs and rocket fire against enemy troop concentrations in northern Guam during 31 July.

ADVANCED ALLIED HEADQUARTERS ON NEW GUINEA—*Northwestern Vogelkop:* We have seized the coastal area of Sansapor and the nearby islands of Amsterdam and Middelburg at the western tip of Netherland New Guinea, nearly 200 miles beyond Noemfoor Island and slightly more than 600 miles southeast of the Philippines.

The movement was undetected by the enemy and little opposition has yet developed. The operation was an amphibious one, ground troops acting in coordination with naval and air forces.

The enemy base at Manokwari, pivot of the defenses of the Vogelkop Peninsula, is now bypassed and useless. Its garrison, 15,000 strong, composed of elements of the 35th Division base and service troops, commanded by Lt. Gen. Ikeda, now is isolated with the only possible escape route to the south over a hazardous terrain and swamp and jungle.

Ceram: Fighters strafed and set afire a 3,000-ton freighter-transport off the east coast and damaged a 5,000-ton freighter-transport and a 1,000-ton freighter near Amboina. Air patrols attacked enemy shipping on the north coast, and barges in the Waubelu Islands to the southeast . . . *Aitape-Wewak:* Air and naval patrols harassed coastal traffic, destroying three barges and damaging one other.

2 AUGUST

ADVANCED ALLIED HEADQUARTERS ON NEW GUINEA—*Amboina:* Our air patrols sank a 5,000-ton transport by direct hits with 500-pound bombs . . . *Halmahera:* Medium units destroyed a 1,000-ton freighter and two coastal vessel. Air patrols destroyed a supply-laden coastal vessel and another in the Talaud Islands to the northwest . . . *New Ireland:* Light naval craft shelled coastal installations.

3 AUGUST

U. S. Pacific Fleet Communique

Additional gains averaging nearly two miles were made by marines and Army forces driving northward on Guam during 2 August (West Longitude date). On the west coast our line was advanced farther along the shore of Tumon Bay and on the east coast we are about 1½ miles from Campanaya Point.

As a result of the day's advances, an important road junction near the town of Finegayan was brought under our control. Stiffened enemy resistance is being encountered.

As of 2 August our troops had counted 7,893 enemy dead. A large number of civilians have sought protection behind our lines and currently 7,000 are being cared for.

Carrier aircraft, attacking from an altitude of 100 feet, directed bombs and rocket fire against enemy fortifications and storage areas in northern Guam during 2 August.

The American flag was formally raised over Tinian Island on 2 August. Scattered remnants of the enemy, hiding in caves and dugouts, are being dealt with by marines. Approximately 4,000 civilians have been interned. The number of enemy troops killed is now estimated at 5,000.

Ponape Island was attacked by 7th AAF Mitchell bombers on 1 August, and on the same day further neutralization raids against enemy positions in the Marshall Islands were carried out by Dauntless divebombers and Corsair fighters of the 4th Marine Aircraft Wing.

ADVANCED ALLIED HEADQUARTERS ON NEW GUINEA—*Molucca Sea:* Our night air patrols sank a 5,000-ton freighter-transport at Soela Islands southwest of Halmahera. Intense fires and several internal explosions resulted from direct hits with 500-pound bombs . . . *Vogelkop:* Medium units sank two coastal vessels at islands off the western coast and attacked Bira village on the northern shore of MacCluer Gulf . . . *Aitape-Wewak:* Light naval units shelled bivouacs and sank or damaged four barges.

4 AUGUST

U. S. Pacific Fleet Communique

Our forces on Guam made slight gains on the right flank and in the center during 3 August (West Longitude date).

On the east coast our line is anchored about one mile south of Campanaya Point. There was no appreciable advance along the west coast and our anchor there remains on the shore of Tumon Bay.

All road junctions in the vicinity of Finegayan were brought under our control.

Enemy resistance on Mt. Barrigada has been eliminated and we now control the 674-foot height.

In close support of ground troops, aircraft from a fast carrier task group on 3 August dropped bombs, fired rockets and strafed Japanese-held positions, roads, storehouses and troop areas on Guam.

Mopping-up operations on Tinian Island continued during 3 August, and additional numbers of civilians were interned. Scattered Japanese troops are still being hunted down on Saipan Island, and an average of 50 a day are being eliminated or taken prisoner.

Ventura search planes of Group 1, Fleet Air Wing 2, attacked Nauru Island on 2 August. Antiaircraft fire was moderate. Catalina patrol bombers of the same air wing bombed Japanese positions in the Marshall Islands on the night of 1-2 August.

GENERAL HEADQUARTERS, SOUTHWEST PACIFIC—*Ceram:* Our air patrols along the north coast destroyed a 1,000-ton enemy freighter and several small craft, while to the west a direct hit was scored on a destroyer.

BERLIN, *communique*—"One enemy cruiser, three destroyers, two corvettes, as well as five transport ships and one special ship, totaling 36,000 tons, were sunk by weapons of the German Navy and by U-boats in waters off the invasion front. Numerous other ships, totaling more than 56,000 tons, were torpedoed. The sinking of most of the latter ships is assumed. German MT-boats on the night preceding 3 August sank a British artillery E-boat in the eastern part of the Bay of the Seine."

5 AUGUST

U. S. Pacific Fleet Communique

Troops of the Army's 77th Division advanced approximately three miles northward along the eastern shore of Guam to Lumuna Point on 4 August (West Longitude date).

On the western coast marines pushed more than 1½ miles northward to Amantes Point.



See 27 July.

During the night of 3-4 August a small enemy force identified as Navy troops were repulsed in an attempt to counter-attack.

Eleven of the enemy were killed, bringing the total counted Japanese dead to 8,129. As of 4 August approximately 22,000 civilians on Guam had found refuge within our lines.

More than 25 tons of bombs were dropped on Wotje in the Marshall Islands on 3 August by Corsair fighters on the 4th Marine Aircraft Wing.

More than 60 tons of bombs were dropped on Truk Atoll by Liberators of the 7th AAF at dusk on 3 August. One ship near Dublon Island was left burning. Other hits were observed at the Dublon naval base and on gun emplacements and barracks.

There was no interception and only moderate antiaircraft fire. All of our planes returned.

GENERAL HEADQUARTERS, SOUTHWEST PACIFIC—*Sansapor:* Our air patrols and light naval units, harassing the coast, sank three small craft laden with fuel, ammunition and supplies.

6 AUGUST

U. S. Pacific Fleet Communique

Air and surface units of a fast carrier task force on 3 and 4 August (West Longitude date) virtually wiped out a Japanese convoy and raided airfields, towns and ground installations in the Bonin and Volcano Islands groups.

On 3 August our planes sank four cargo ships of approximately 4,000 tons each, three escorting destroyers or destroyer escorts and four barges. One cargo vessel and the balance of the escorting warships were damaged. On the same day our surface vessels sank one large destroyer, one cargo ship, one small oiler and several barges. One damaged escort vessel escaped.

On 4 August our forces continued the sweep. Carrier-based planes sank one escort vessel and two other small craft. Damage was inflicted on five barges, two of which were carrying troops, one landing craft and three smaller vessels. One light cruiser and five smaller vessels were possibly sunk. All six of the ships were left burning. Also damaged were one destroyer escort and 10 small craft.

Two landing ships were grounded and a large cargo vessel damaged in the preceding attack was hit again.

In the attack on ground installations our surface craft shelled shipping and shore facilities at Chichi Jima. Omura town on Chichi Jima was destroyed. Ground installations on Muko Jima, Ani Jima, Haha Jima and Iwo Jima were hit. At Iwo Jima six airborne enemy planes were shot down and six others were destroyed and five damaged on the ground. One plane was destroyed on the ground on Chichi Jima.

We lost from enemy aircraft fire 16 planes and 19 flight personnel.

U. S. Pacific Fleet Communique

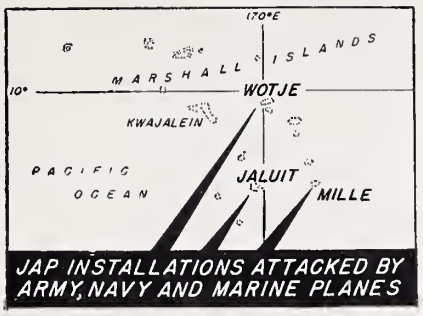
Further gains were made during 5 August (West Longitude date) by U. S. troops driving northward on Guam Island.

On the left flank our troops moved ahead more than two miles, almost to Haputo Point. There was no substantial change in our line on the right flank and our positions there remain near Lumuna Point. In the day's gains the towns of Ukudu and Liguan were occupied.

Strong defensive positions along the roads paralleling the western shore were wiped out by our advancing ground forces, and nine field guns and two tanks were destroyed. Artillery destroyed several trucks laden with enemy troops. Fighters of the Marine Aircraft Wing are now operating from the airfield on Orote Peninsula.

Corsair fighters and Dauntless dive-bombers of the 4th Marine Aircraft Wing and Catalina search planes of Group 1, Fleet Air Wing 2, bombed remaining enemy positions in the Marshall Islands on 4 August. Mitchells of the 7th AAF hit Ponape and a Navy Liberator attacked Wake Island on the same day. In these attacks moderate antiaircraft fire was encountered but all our aircraft returned.

GENERAL HEADQUARTERS, SOUTHWEST PACIFIC—*Amboina-Ceram:* Our air patrols damaged a coastal vessel and 10 small craft . . . *Geelvink Bay:* Night naval patrols strafed enemy shore positions near Mumi . . . *Palau:* Our long-range reconnaissance planes attacked and left burning two 1,000-ton freighters 150 miles west of Palau . . . *Bougainville:* Light naval



See 29 July.

craft shelled coastal installations.

LONDON, *Admiralty communique*—While on offensive patrol off the coast of Brittany to the west of St. Nazaire early today a force consisting of the cruiser HMS *Bellona* and destroyers HMCS *Haida*, HMS *Tartar*, HMS *Ashanti* and HMCS *Iroquois* encountered an escorted enemy convoy proceeding southward.

In the action which followed the convoy and escort, numbering seven ships in all, were destroyed.

Later another convoy was encountered off St. Nazaire but escaped into the port. The extent of the damage inflicted on this convoy is not known. We suffered a small number of casualties.

7 AUGUST

U. S. Pacific Fleet Communique

One-third of the remaining enemy-held area at the northern end of Guam was brought within our lines on 6 August (West Longitude date).

In the central sector we advanced north nearly three miles, occupying the village of Yigo.

Near Yigo we captured several strong positions and a considerable amount of supplies and equipment.

In the area occupied on 6 August our troops found a large cemetery in which there was evidence of mass burial of enemy dead.

Supporting our ground forces, carrier aircraft on 6 August bombed and strafed enemy positions and troop concentrations near Mount Santa Rosa.

On the western coast our line is anchored near Haputo Point and on the east coast of Lumuna Point.

Navy Liberators of Group 1, Fleet Air Wing 2, and Army Liberators of the 7th AAF attacked Truk on 5 August with about 30 tons of bombs.

Two of 8 to 12 enemy interceptors probably were damaged. Navy search planes of Group 1, Fleet Air Wing 2, bombed Param in the Truk Atoll and raided Ponape on 4 August.

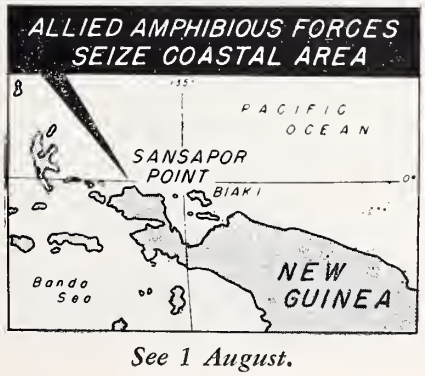
Nauru was attacked on 4 and 5 August. All of our planes returned from these missions. Our losses were very light.

8 AUGUST

U. S. Pacific Fleet Communique

Rapid advances during 7 August (West Longitude date) drove Japanese forces on Guam Island into the northeast corner of the island. On the west coast our troops advanced nearly 6½ miles to Ritidian Point, at the northern tip of the island. On the east coast we advanced more than three miles, almost to Anao Point.

The center of our lines running in a generally southeasterly direction from Ritidian Point to Anao Point curves sharply inward and is less than a mile from the shore line at the point of deepest penetration. The Japanese defenders are thus threatened with being cut into two groups. Mount Santa Rosa, the highest elevation in northern Guam, was occupied by our forces in the day's advances. Our troops have counted more than 10,000 dead.



See 1 August.

Navy carrier aircraft of a fast carrier task group on 7 August supported ground operations on Guam by bombing, strafing and firing rockets into enemy troop concentrations and installations.

Central Pacific land-based aircraft on 5, 6 and 7 August attacked enemy fields and installations from Nauru Island to Wake Island.

On 5 August Navy Liberators of Fleet Air Wing 2 bombed Wake Island, scoring hits on the runways. Several small craft were strafed and one was left sinking.

On the same day and also on 6 August 7th AAF Mitchells and Ventura search planes of Fleet Air Wing 2 attacked Nauru Island, bombing airfields and the phosphate plant.

Seventh AAF Mitchells and Navy Liberators of Fleet Air Wing 2 hit Ponape on 6 August, encountering medium antiaircraft fire.

Remaining Japanese positions on the Marshall Islands were attacked on 6 and 7 August by 7th AAF Liberators and Catalinas of Fleet Air Wing 2 and by Corsair fighters and Dauntless divebombers of the 4th Marine Aircraft Wing.

All our planes returned from these missions.

Three Ventura search planes of Fleet Air Wing 4 attacked enemy objectives in the northern Kurils during daylight of 4 August. Airfields and adjacent installations were bombed. Antiaircraft fire was moderate. Small craft near Paramushiru were bombed and strafed. Several of our aircraft were damaged by antiaircraft fire from the vessels, but all returned safely.

GENERAL HEADQUARTERS, SOUTHWEST PACIFIC—*Banda Sea:* Our medium units and patrol planes, attacking enemy shipping, destroyed a 1,500-ton freighter-transport and damaged a coastal vessel at the Banda Islands, south of Ceram . . . *Aitape-Wewak:* Air and naval units attacked enemy rear areas with good effect.

9 AUGUST

U. S. Pacific Fleet Communique

All of Guam Island, with the exception of a small area inland from Pati Point on the east coast, was occupied by U. S. forces on 8 August (West Longitude date).

The remaining pockets of enemy resistance is surrounded and is under heavy pressure. A naval patrol maintained off the northern coasts of Guam since our troops began their northward drive is believed to have prevented virtually all enemy attempts to escape.

Nauru Island was attacked several times from the afternoon of 6 August to the early morning of 7 August by Ventura search planes of Group 1, Fleet Air Wing 2. Runways were the principal targets. Moderate antiaircraft fire was encountered.

A Liberator search plane of Fleet Air Wing 2 strafed buildings and antiaircraft guns at Wake Island.

Another Navy Liberator bombed Truk and two search Liberators bombed the airfield at Ponape on 7 August.

Wotje, Jaluit and Maloelap Atolls in the Marshalls were attacked by Dauntless divebombers and Corsair fighters of the 4th Marine Aircraft Wing on 7 August. We lost no planes in these operations.

10 AUGUST

Navy Department Communique No. 535

PACIFIC AND FAR EAST

1. U. S. submarines have reported sinking 16 vessels, including one combatant ship, as a result of operations against the enemy in these waters, as follows:

One large cargo transport.
Seven medium cargo vessels.
Four medium cargo transports.
Two small cargo vessels.
One medium tanker.
One escort vessel.

2. These actions have not been reported in any previous Navy Depaprtment communique.

Navy Department Communique No. 536

EUROPEAN THEATRE

1. The following vessels participating in the Allied operations for Europe's liberation were lost due to enemy action:



See 31 July.

USS *Osprey* (minesweeper).
USS *PC1261*.

2. The next of kin of all casualties of the *Osprey* and *PC1261* have been notified.

U. S. Pacific Fleet Communique

Organized Japanese resistance on Guam Island ceased during the afternoon of 9 August (West Longitude date). The 1st Provisional Marine Brigade, three Marine divisions and the 77th Infantry Division are engaged in mopping-up operations.

Nearly 60 tons of bombs were dropped on Truk Atoll during daylight on 8 August by 7th AAF Liberators. Approximately 10 enemy fighters intercepted our force, damaging two Liberators. One enemy fighter was shot down and two damaged. Antiaircraft fire was meager.

Ventura search planes of Group 1, Fleet Air Wing 2, attacked Nauru Island before dawn on 8 August, striking at gun emplacements. Nauru was also hit by Venturas during daylight on 8 August. Mitchell bombers of the 7th AAF bombed Ponape Island on the same day, and neutralization raids against Maloelap Atoll were carried out by Liberators and Catalina search planes by Air Wing 2. All our planes returned from these operations.

GENERAL HEADQUARTERS, SOUTHWEST PACIFIC—*Philippine Islands:* Our patrol planes bombed a 2,000-ton freighter off Davao . . . *Sorong:* Light naval units harassed coastal shipping to the east . . . *Bougainville:* Light naval units at night attacked shore positions on Teop Island off the northeast coast.

11 AUGUST

PEARL HARBOR, *Pacific Fleet press release*—Iwo Jima in the Volcano group was bombed by Liberators of the 7th AAF on 9 August (West Longitude date). Forty-seven tons of bombs were dropped on the airfield and adjacent installations, and fires were started. Several enemy fighters attempted to intercept our force, but did no damage, although antiaircraft fire caused minor damage to three Liberators.

On the same day more than 100 Corsair fighters and Dauntless divebombers of the 4th Marine Aircraft Wing attacked Mille Atoll, divebombing and strafing defense installations. Antiarcraft fire was meager. Catalina search planes during the night of 8-9 August conducted harassing raids against other enemy positions in the Marshalls.

Ventura search planes of Fleet Air Wing 2 bombed Nauru Island on 9 August.

GENERAL HEADQUARTERS, SOUTHWEST PACIFIC—*Banda Sea:* Our long-range fighters sank a coastal vessel of Romang Island . . . *Amboina:* Night air patrols bombed Hiaha and attacked four coastal vessels in adjacent sea lanes . . . *Halmahera:* Our night patrols damaged two 2,000-ton enemy freighters . . . *Sorong:* Air patrols and light naval units harassed shore targets, destroying a coastal vessel.

12 AUGUST

Navy Department Communique No. 537

ATLANTIC OCEAN

1. The USS *Fiske* (DE-143) was sunk recently in the Atlantic by a submarine torpedo.

2. The next of kin of the casualties aboard the *Fiske* have been notified.

LONDON, *Admiralty communique*—Naval aircraft which operated from carriers yesterday attacked enemy shipping and shore installations in Norwegian leads between Alesund and Kristiansund to the north . . . Three armed vessels were attacked, two of which burst into flames. Two naval aircraft are missing.

13 AUGUST

PEARL HARBOR, *Pacific Fleet announcement*—Extensive bombing raids were carried out by the Central Pacific and North Pacific shore-based air forces on 10 and 11 August (West Longitude dates).

One enemy patrol vessel was sunk and another damaged near Paramushiru Island by two Liberators of the 11th AAF during daylight on 10 August.

Chichi Jima in the Bonins was attacked by Liberators of the 7th AAF on 11 August which bombed the airfield and a cargo ship in the harbor. The enemy made no attempt at interception, and antiaircraft fire was meager.

Pagan Island in the northern Marianas was hit by Mitchell medium bombers of the 7th AAF on 11 August, damaging gun positions and runways. During the day a single 7th AAF Liberator also bombed the island. Antiaircraft fire was moderate.

Gun positions on Rota Island were bombed and strafed by 7th AAF Thunderbolt fighters on 11 August More than 50 tons of bombs were dropped.

A single Navy Liberator bombed Truk Atoll and 7th AAF Mitchells bombed Ponape in the Caroline Islands on 11 August.

In the Marshall Islands more than 80 tons of bombs were dropped on remaining enemy positions by Dauntless divebombers and Corsair fighters of the 4th Marine Aircraft Wing on 10 August, hitting coastal defense guns and other defense installations.

On the same day Wotje in the Marshalls was attacked by 7th AAF Liberators.

In the foregoing operations one Dauntless divebomber and one Liberator were damaged but all of our planes returned.

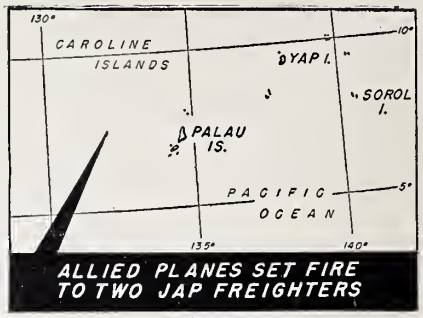
GENERAL HEADQUARTERS, SOUTHWEST PACIFIC—*Halmahera:* Our medium units in another surprise attack on enemy shipping sank a 1,000-ton freighter, seriously damaged a 3,000-ton freighter-transport and destroyed or seriously damaged five coastal vessels and 28 barges and sank 10 seaplanes caught at their moorings . . . *Vogelkop:* Our attack planes and air naval patrols, sweeping the area, sank three 1,000-ton freighters, seriously damaged a fourth and destroyed or seriously damaged five coastal vessels and eight barges . . . *Bougainville:* Light naval patrols shelled Teop Island and attacked barge traffic in the Kahili area.

14 AUGUST

GENERAL HEADQUARTERS, SOUTHWEST PACIFIC—*Philippines:* Our air patrols sank a 3,000-ton freighter in Davao Gulf and damaged a coastal vessel to the east . . . *Halmahera:* Our night air patrols left burning a 1,000-ton freighter and scored a direct hit on a 3,000-ton vessel in Kaoe Bay, sank a coastal vessel off Morotai Island, and bombed installations in the Talaud Islands. Our medium units bombed and destroyed a barge center on Batjan Island . . . *Ceram:* Our air patrols bombed an enemy airdrome at Haroekoe Island off the south coast and destroyed three barges . . . *Vogelkop:* Air and naval patrols on the northeast coast destroyed two barges.



See 6 August.



See 6 August.

15 AUGUST

PEARL HARBOR, *Pacific Fleet announcement*—Paramushiru Island was attacked by 11th AAF Liberators on 11 August (West Longitude date). Shipping near the island and the airstrip at Suribachi-Yama were bombed. Of 15 to 20 enemy fighters which attempted interception three were shot down, five were probably shot down and two were damaged. Two Liberators received some damage but all returned.

On 12 August Ventura search planes of Fleet Air Wing 4 bombed defense installations at Araito Island, and sank a nearby patrol vessel by strafing. On the same day a single Ventura bombed Shimushu. Several enemy fighters attempted to intercept our force but did not press home their attacks, although damaging three Venturas. One enemy fighter was damaged.

Iwo Jima in the Volcano Islands was attacked by 7th AAF Liberators on 13 August. More than 35 tons of bombs were dropped on the airfield and adjacent installations. Antiaircraft fire was meager, but an aggressive group of enemy fighters intercepted our force, and one Liberator was lost.

Pagan Island in the northern Marianas was hit by Mitchell bombers of the 7th AAF on 13 August, hitting gun positions and runways. Moderate antiaircraft fire was encountered. Rota Island was bombed and strafed on the same day.

Nauru Island was bombed by Ventura search planes of Group 1, Fleet Air Wing 2, on 13 August, and Marine Dauntless divebombers and Corsair fighters hit remaining enemy positions in the Marshalls on the same day.

ROME, *special communique* — Today American, British and French troops, strongly supported by Allied air forces are being landed by American, British and French fleets on the southern coast of France.

Various beaches over which ships of the U. S., British and French Navies are landing American and French troops in southern France extended over a considerable part of the coast between Nice and Marseills. More than 800 ships of all typeps, with many mixed vessels, are taking part in the operations, which are widespread.

Warships of the Royal Canadian Navy are participating, and vessels flying the ensigns of the Netherlands, Poland, Greece and Belgium also are present.

The assault craft started to move in toward the coast and landed exactly on time this morning in calm, clear weather. They were preceded close inshore by minesweepers, and the attack was supported by a heavy covering of gunfire from battleships, cruisers, destroyers and other ships and craft of the Allied navy.

Aircraft of the Royal and U. S. Navies are cooperating with the Allied air forces. Responsibility for landing and establishing the army on shore is naval and the naval commander has ordered the assault pressed home with relentless force.

During the operation two small enemy ships were sunk and prisoners were taken. It is reported that the naval gunfire was very effective.

The Navy's task in landing troops with their stores and equipment continues without interruption. Return convoys already are leaving the assault area and new convoys are arriving.

GENERAL HEADQUARTERS, SOUTHWEST PACIFIC—*Vogelkop:* Air and naval patrols in the lower Geelvink Bay and MacCluer Gulf areas destroyed five barges and many supply-laden trucks.

LONDON, *Admiralty Communique*—In the course of three engagements early this morning a British naval force pur-

sued, engaged and severely damaged several enemy vessels in the vicinity of the enemy-occupied naval base of La Rochelle. One supply vessel was driven ashore in flames, and was left in a sinking condition. A second supply ship was set on fire. Hits also were observed on an enemy destroyer, which escaped at speed in the darkness. A small tanker in the same area was driven ashore in a badly damaged condition. Later two medium-sized supply vessels escorted by two M-class minesweeepers were repeatedly hit and all were driven ashore north of Les Sables d'Olonne and left blazing fiercely.

16 AUGUST

ROME, *Navy communique*—The steady build-up of the Army by the Allied navies and merchant navies on the south coast of France is proceeding smoothly. Reinforcements with all their guns, mechanical transport, food and other miscellaneous equipment are rapidly being landed in fine weather. The work continues by night as well as by day.

Two enemy vessels, a tanker and a corvette, were the first and to date the only enemy vessels captured or sunk during the landings by forces under command of Vice Admiral H. K. Hewitt, USN.

Those vessels fell before the attack of a U. S. destroyer during the landings six hours before the main landing. This destroyer was part of a screen protecting the landing of French troops on the island off Cap Benat when the ship opened fire on an unidentified craft after a chase of more than two miles.

The ship, an enemy tanker, was hit and set afire by the chief salvo. She burned and sank and the survivors were taken prisoner. A short time afterward the same destroyer caught up with, stopped and captured another enemy craft. This time the enemy crew abandoned the ship, were taken prisoner and their vessel seized.

GENERAL HEADQUARTERS, SOUTHWEST PACIFIC—*Ceram:* Our air patrols sank eight coastal craft off the northwest coast. . . . *New Ireland:* Air and naval patrols attacked shore positions.

17 AUGUST

PEARL HARBOR, *Pacific Fleet announcement*—Chichi Jima, in the Bonin Islands, was attacked by Liberators of the 7th AAF on 15 August (West Longitude date). The seaplane base and adjacent installations were bombed. Antiaircraft fire ranged from moderate to intense.

Maug Island, in the northern Marianas, was bombed on 15 August. Pegan Island was also bombed and strafed the same day.

Before daylight on 13 August Liberators of the 11th AAF bombed enemy supply facilities at Paramushiru Island. Antiaircraft fire was meager.

Ventura search planes of Fleet Air Wing 2 bombed the runways at Nauru Island, and Corsair fighters of the 4th Marine Aircraft Wing attacked Maloelap Atoll on 15 August.

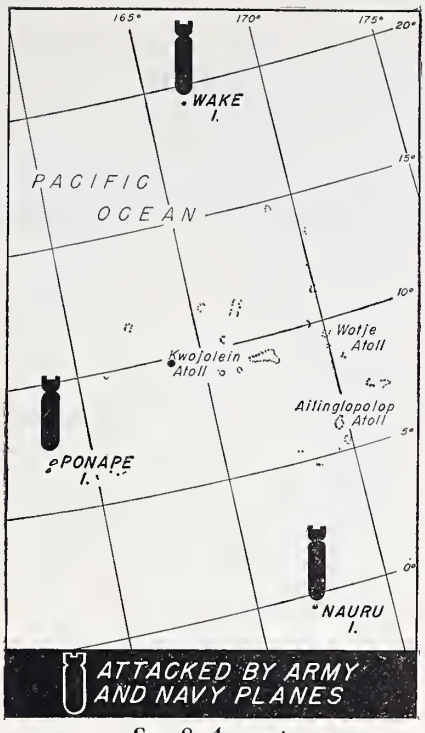
ROME, *communique*—The latest reports received from the naval commander on the south coast of France, Vice Admiral H. K. Hewitt, USN, show that the disembarkation of troops on the various beaches is proceeding according to plan.

Convoys with reinforcements continue to arrive and the empty convoys to leave. The Allied minesweepers have given good service. Apart from their work during the original assault, mined areas offshore required for the use of ship unloading have been almost completely cleared.

ALLIED HEADQUARTERS IN THE SOUTHWEST PACIFIC—*Halmahera:* Our heavy and medium bombers sank a small coastal freighter and several laden coastal vessels and started large fires and explosions. . . . *Buru:* Our air patrols scored two direct hits on a 3,000-ton freighter-transport which was left dead in the water. . . . *Biak:* Light naval units bombarded coastal targets on the west coast. We lost one small patrol craft, the crew of which was saved.

18 AUGUST

PEARL HARBOR, *Pacific Fleet press release*—Iwo Jima, in the Volcano Islands, was attacked by 7th AAF Liberators on 16 August (West Longitude date). Buildings, storage facilities and installations near the airfield were bombed. Several enemy fighters were airborne, but did not succeed in intercepting our force. Antiaircraft fire was meager. All of our aircraft returned. On the night of 15-16 August a single plane bombed Iwo Jima.



See 8 August.

Fighter planes attacked Rota and Pagan Islands on 16 August, bombing and strafing gun positions and the airstrips. Antiaircraft fire was light at Rota and moderate at Pagan.

Warehouse areas on Dublon Island, on Truk Atoll, were bombed by 7th AAF Liberators the same day, causing large explosions and fires. One of six intercepting planes was shot down and three were damaged. Antiaircraft fire was moderate.

Nauru Island was attacked by Navy Venturas on 16 August, while Corsair fighters and Dauntless divebombers of the 4th Marine Aircraft Wing hit defense installations at Mille Atoll, in the Marshalls, on the same day.

ROME, *Navy communique*—Navy operations off the south coast of France are proceeding smoothly. The reinforcement and the supply of the Army is continuing.

In addition to the two small enemy vessels reported sunk in the communique of 16 August, it is now learned that three E-boats were destroyed by minesweepers which preceded the assault craft during the initial approach to the beaches. Yesterday morning, 17 August, our forces sank two enemy corvettes off Cap Croisette, southeast of Marseille. Further reports from the naval commander say Britisih and U. S. naval aircraft operating from a force of aircraft carriers off the assault area gave valuable service in supporting bombarding ships, as well as in bombing and ground-strafing enemy positions. They also provided air cover.

During the preliminary naval bombardment and subsequent gunfire support, 15,900 shells of 5-inch caliber and above were expended by ships of the Allied Navy. About 12,500 of these shells were of major caliber—12-inch or above. Results of the naval bombardment were reported as most effective in neutralizing enemy artillery fire and thus assisting the landing.

GENERAL HEADQUARTERS, SOUTHWEST PACIFIC—*Philippines:* Our night air patrols sank a 1,000-ton freighter in Davao Gulf. It is apparent that the enemy can no longer risk his heavy shipping forward of the line of the Philippines-Celebes-Ceram. His outlying garrisons in Halmahera, in Ceram, the Banda and Rafura Seas are now forced to depend for their supply on small ships, on sailing vessels, luggers and local small craft. Capacity of this makeshift shipping is not sufficient for even essential items such as munitions and aviation gasoline. For distribution forward of Halmahera, he is now compelled to rely upon an inadequate barge traffic which is subject to heavy attrition in an attempt to evade our extensive air and naval patrol net. The strategic effect of this rapid shrinkage of his sea communication is to further threaten the enemy's vital Philippine-Halmahera defense line. . . . *Flores Sea:* Our air patrols destroyed a coastal vessel at the Alor Islands, north of Timor. . . . *Palau:* At the Ulithi Islands to the northeast, air patrols destroyed or severely damaged seven barges.

19 AUGUST

ROME, *naval communique*—About midnight 17-18 August a force of German motor torpedo boats attempted to attack ships landing troops and stores in South France. The attack was repulsed by destroyers of the U. S. Navy and after a spirited engagement four enemy craft were sunk. Some survivors were rescued.

A message from the naval commander, Vice Admiral Hewitt, USN, sent late 17 August, reports success of British and American aircraft flown from a force of seven British and two American aircraft carriers operating off the beachhead under the command of Rear Admiral Thomas Troubridge, RN, with his flag in the HMS *Royalist.* In the course of their mission 16 trucks were destroyed on the ground and 35 were damaged, together with two locomotives, 11 tank cars and 20 freight cars. Enemy communications also were heavily attacked, railways were disrupted and roads blocked. There was considerable antiaircraft fire but no opposition from the air.

Minesweepers continued their good service off the beachhead, and the naval commander reports the naval task of disembarking reinforcements and unloading stores from newly arrived convoys is proceeding smoothly.

20 AUGUST

PEARL HARBOR, *Pacific Fleet announcement*—Nauru Island was attacked on 17 August (West Longitude date) by Mitchell medium bombers of the 7th AAF and Ventura search planes of Group 1, Fleet Air Wing 2. Venturas again hit Nauru on 18 August. The airfield and gun emplacements were bombed. Antiaircraft fire was meager.

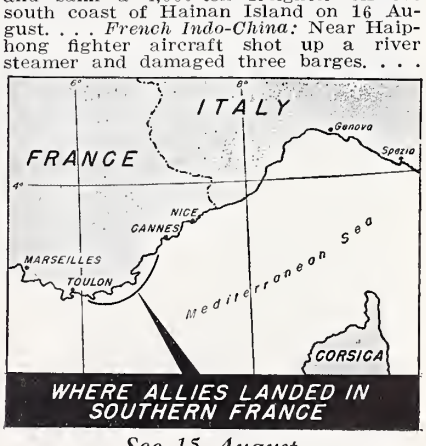
Rota and Pagan Islands in the Marianas were bombed and strafed by fighters on 17-18 August. Moderate antiaircraft fire was encountered.

Mille and Wotje in the Marshall Islands were bombed on 17-18 August by Dauntless divebombers and Corsair fighters of the 4th Marine Aircraft Wing.

All of the planes returned from these operations.

GENERAL HEADQUARTERS, SOUTHWEST PACIFIC—*Philippines:* Our night air patrols damaged a 1,500-ton freighter transport off Davao. . . . *Halmahera:* Our night patrols bombed Kau village. . . . *Timor:* Our air patrols destroyed a coastal vessel and barge off the northwest coast. . . . *Vogelkop:* Our air and naval patrols blockading the coastlines strafed minor installations and destroyed or seriously damaged 14 enemy barges near Manokwari. . . . *Wewak:* Our air patrols and light naval units harassed enemy concentrations to the west. . . . *Palau:* Our night air patrols bombed enemy installations, causing large fires and explosions.

CHUNGKING, *14th USAAF communique—South China Sea:* B-24s sank a 5,600-ton freighter. . . . B-24s attacked and sank a 4,000-ton freighter off the south coast of Hainan Island on 16 August. . . . *French Indo-China:* Near Haiphong fighter aircraft shot up a river steamer and damaged three barges. . . .



See 15 August.

DECORATIONS AND CITATIONS

For reasons of security, the deed for which a man receives a decoration often cannot be fully described either in this section or in the actual citation which he receives. There may accordingly be reports here which do not tell the whole story.

Two Marine Officers Win Medal of Honor For Gallantry in Assault on Namur

lives while leading their men in the assault on Namur Island in the Marshalls last February have been awarded the Medal of Honor for conspicuous gallantry.

Lt. Col. Aquilla J. Dyess, USMC, of Augusta, Ga., led his troops in the final assault on 2 February. Wherever the attack was slowed by heavier enemy fire, he quickly appeared and placed himself at the head of his men to inspire them to push forward. He was hit by a burst of enemy machine-gun fire while standing on the parapet of an antitank trench directing a group of infantry in a flanking attack.

First Lt. John V. Power, USMC, of Worcester, Mass., was first wounded while setting a demolition charge on a Japanese pillbox. Protecting his severe stomach wound with his left hand, he fired his carbine with his right as he charged another hostile position. While attempting to reload and continue the attack he was struck by the shots which proved fatal.



Gold Star in Lieu of Second

NAVY CROSS

★ Comdr. John A. Moore, USN, Memphis, Tenn.: As commanding officer of a submarine, he contacted a heavily escorted convoy of Japanese freighters at night. Maneuvering on the surface, he fired into the convoy, sinking one freighter, damaging two others and sinking a gunboat. On the same patrol he contacted another escorted convoy at night and sank three enemy freighters. He followed up with another attack and sank a converted minelayer, then destroyed an armed trawler while departing from the area.



NAVY CROSS

★ Comdr. Thomas A. Christopher, USN, Perth Amboy, N. J.: While commanding a PBY-5 in the vicinity of strongly defended Japanese bases in the Bismarck Sea on the nights of 31 December 1943 and 22 January 1944, he pressed home low-level attacks on Japanese warships. Despite adverse weather conditions, enemy aircraft and heavy antiaircraft fire which damaged his plane on both occasions, he inflicted serious damage on two Jap warships.

★ Comdr. Lawrence R. Daspit, USN, Houma, La.: As commanding officer of a submarine during a patrol in enemy-controlled waters, he aggressively attacked and sank or damaged enemy vessels totaling many thousands of tons.

★ Lt. Comdr. (then Lieut.) John L. Phillips Jr., USN, Linden, Va. (missing in action): As pilot of a carrier air group at Tarawa, he voluntarily took a plane from a carrier at night when his task group was under threat of attack by Japanese aircraft. He rendered valiant service in breaking up that phase of the attack and succeeded in shooting down two enemy planes. His fighting spirit in the face of great peril was largely responsible for saving the carrier task group from serious damage.

★ Ellis H. Shields, CPhM, USNR, Muscatine, Iowa (posthumously): As a member of the 40th Construction Battalion attached to a task force in the invasion of the Admiralty Islands, he left his foxhole against orders to administer to the wounded and dying. He was killed while returning to his foxhole after giving first aid to the wounded.



Gold Star in Lieu of Second

LEGION OF MERIT

★ Rear Admiral Frederick G. Crisp, USN, Baltimore, Md.: As manager of the Navy Yard, Mare Island, Calif., from 8 July 1940 to 15 February 1944, he directed the establishment of training programs for workers and instituted many other pioneer projects which resulted in the rapid and extensive construction of new ships and the expeditious repair and overhaul of fleet units severely damaged in battle.

★ Rear Admiral James M. Irish, USN, Scarsdale, N. Y.: As supervisor of shipbuilding at New York and director of the material procurement effort during the program to speed up destroyer-escort production in 1943, he displayed skill and expert technical judgment. His brilliant administrative ability contributed to the accomplishment of this tremendous shipbuilding task.

★ Rear Admiral Alfred E. Montgomery, USN, Norfolk, Va.: As commandant of the Naval Air Station and the Naval Air Training Center, Corpus Christi, Tex., from 13 June 1942 to 14 June 1943, he successfully executed a program involving vast expansion of facilities and personnel. By his capable handling of the manifold problems during an extremely critical period, he accomplished a vital task with speed and thoroughness.

★ Rear Admiral (then Comdr.) William B. Young, (SC) USN, Chevy Chase, Md.: As supply officer of the Atlantic Fleet from April 1941 to May 1942, he displayed remarkable ability and foresight in the overall planning of the logistic phases of the





Official U. S. Marine Corps photographs

Medal of Honor winners: Lt. Col. Aquilla J. Dyess (left) and 1st. Lt. John V. Power.

Atlantic operations during a period of intense activity, the establishment of numerous new bases and the ever-increasing overseas movements of troops and supplies. Due to his tireless efforts, the supply problems in this theater were successfully solved.

★ Capt. Harry Burris, USN, Washington, D. C.: During the special project for increased production of destroyer escorts in 1943, he skillfully directed the material procurement, the development of design and the construction of these urgently needed vessels. He inspired all connected with the program to extraordinary effort.

★ Capt. Herbert G. Hopwood, USN, Shamokin, Pa.: As director of planning and control, BuPers, from 1 July 1941 to 2 June 1944, he formulated and executed the plans upon which the expansion of the Navy has been based. So effectively did he carry out the personnel expansion project that in no instance has the commissioning of a naval ship been delayed by the lack of trained personnel to man it.

★ Capt. Vernon Huber, USN, Pleasant Plains, Ill.: As a destroyer commanding officer and commander of a destroyer division, he performed arduous escort duties in the North Atlantic and participated in the invasion of Mehdia, Morocco, and the assault on Licata, Sicily. His efficient performance of duty in actual combat and in supporting activities was in keeping with the highest traditions of the naval service.

★ Capt. Paul F. Lee, USN, Berkeley, Calif.: Working tirelessly and with expert technical judgment, he procured vital materials and machinery for the stepped-up production of destroyer escorts in 1943. He scheduled the material requirments for the project and cleared away the difficulties attendant on the procurement for this tremendous undertaking.

★ Capt. Jesse S. McClure, USN, Tampa, Fla.: As assistant chief of staff and planning officer on the staff of Commander Air Force, Atlantic Fleet, he had charge of the training, commissioning and shaking down of all new squadrons and collateral activities. Under his direction the number of planes in the Air Force, Atlantic Fleet, was more than doubled and, in addition, more than 1,000 planes were prepared and delivered to the Pacific Fleet.



Official U. S. Navy photograph

HELPED TAKE GILBERTS: Rear Admiral Charles A. Pownall, USN, Commander Air Force, Pacific Fleet, who was a task force commander in the Gilbert Islands campaign and in a subsequent raid on enemy bases in the Marshalls, has been awarded the Distinguished Service Medal for exceptionally meritorious service.

★ Capt. Norborne L. Rawlings, USN, Washington, D. C.: He exercised keen foresight and expert technical judgment in planning the shipyards and construction requirments for the special destroyer escort program in 1943, and effected essential measures for creating, manning and supervising the necessary shipbuilding and manufacturing facilities.

★ Capt. Hugh St. C. Sease, USN (Ret), Chestertown, Md.: As commander of air centers in the Solomon Islands, Espiritu Santo and Bougainville, he contributed materially to the success attained by Allied air operations. While serving as Commander Air Center, Solomon Islands, he was responsible for the coordination of all aircraft operating facilities on Guadalcanal, Tulagi and the Russell Islands.

★ Capt. Richard M. Watt Jr., USN, Arlington, Va.: He worked tirelessly in the procurement of vital materials and machinery during a special program to speed up production of destroyer escorts during 1943, and inspired every individual and agency connected with the program to extraordinary effort.

★ Capt. Laurence Wild, USN (Ret), Fontana, Calif.: As governor of American Samoa and commandant of the Naval Station, Tutuila, Samoa, from August 1940 to May 1942, he achieved distinctive success in preparing the islands for use as a base for land, sea and air units of the fleet. His untiring efforts, far-sightedness and sound judgment in this assignment contributed materially in the prosecution of the war.

★ Lt. Comdr. Briscoe Chipman, USN, Long Beach, Calif.: As commander of a beach identification group during the assault on Salerno, he preceded the assault waves and, with great accuracy, placed guide boats in correct positions to mark the proper approaches to beaches for the assault.

★ Lt. Comdr. F. M. McCabe, USCG, Brooklyn, N. Y.: As commanding officer of a destroyer escort, he went to the rescue of survivors of a U. S. destroyer which was torpedoed and sunk off the Algerian coast. After rescuing more than 100 exhausted and injured survivors, his own ship was torpedoed. Although she was seriously damaged, he managed to save the vessel and bring her into port.

★ Lt. Comdr. James S. Muzzy, USCG, Chelsea Gardens, N. Y.: When a fire broke out in the forward hold of the ss *Jared Ingersoll* on 1 April 1944, he laid his destroyer escort alongside three times to combat the stubborn fire, although knowing that the compartment adjacent to the burning hold contained ammunition. After bringing the fire under control, he assisted in towing the ship to Algiers where it was beached and salvaged.

★ Lt. (jg) Robert E. Esbensen, USNR, Chicago, Ill.: As officer-in-charge of the *LCT 35* during the landings on the Anzio-Nettuno beaches, he carried out his hazardous assignment of landing troops, vehicles and armored equipment with great skill and determination. Throughout the subsequent 25 days he assisted in the unloading of follow-up shipping, the evacuation

NAVY CROSS AWARDS



Thomas A. Christopher
Comdr., USN

Lawrence R. Daspit
Comdr., USN

John A. Moore
Comdr., USN

John L. Phillips Jr.
Lt. Comdr., USN

Ellis H. Shields
CPhM, USNR



Official U. S. Navy photograph

MEDICAL OFFICER CITED: Capt. Frederick Ceres, (MC) USN, of Asheville, N. C., recently received the Legion of Merit from Admiral Nimitz, for contributing materially to the rapid rehabilitation of personnel. He has been medical officer in command of the Naval Hospital, Aiea Heights, T. H., since 2 Aug. 1943.

LEGION OF MERIT cont.

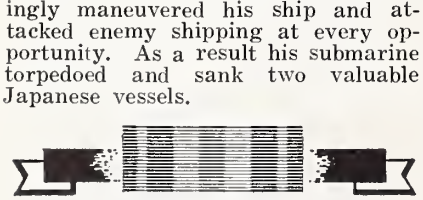
of casualties and the beach salvage operations while subjected to shellfire and frequent aerial bombing attacks.

★ Lt. (jg) Thomas D. Todd, USNR, Wilderness, Va.: As executive officer of the *PC 559* in the Central Mediterranean from July 1943 to February 1944, he participated in the invasion of Sicily and Italy during which his ship acted as control vessel to guide assault boat waves to their proper beaches. As commanding officer of the ship at Anzio, he accurately positioned his ship during the darkness and maintained his position to afford a reference from which the assault traffic was efficiently despatched to the landing points.



Gold Star in Lieu of Second
SILVER STAR

★ Comdr. George E. Porter Jr., USN, Oakmont, Pa.: As commanding officer of a submarine during a patrol in enemy waters, he skillfully and daringly maneuvered his ship and attacked enemy shipping at every opportunity. As a result his submarine torpedoed and sank two valuable Japanese vessels.



SILVER STAR MEDAL

★ Comdr. Robert D. King, USN, Bloomington, Ind.: As commanding officer of a submarine during its first war patrol, he skillfully and daringly maneuvered his ship in a surface attack on a Japanese warship, which was seriously damaged.

★ Lt. Comdr. Douglas M. Swift, USN, Springfield, Mass.: Commanding the USS *Lansdale* when it was attacked by enemy aircraft off the coast of Algeria on the night of 20 April 1944, he maneuvered his ship skillfully and vigorously repelled approaching torpedo planes. His crew accounted for three and possibly four of the planes attacking the convoy. At least seven torpedoes were fired at the *Lansdale* at close range, one of which could not be avoided. After abandoning ship he continued to encourage survivors and supported one semi-conscious crew member who otherwise undoubtedly would have drowned.

★ Lieut. Robert J. Cronin, (ChC) USNR, Glens Falls, N. Y.: While serving with a Marine battalion during a landing of Puruata Island in the Solomons on 1 November 1943, he organized a stretcher party and made his way to the side of a dying marine in the interior of an enemy-infested area. Finding the man too seriously wounded to be moved, he administered the last sacraments and, despite imminent peril to himself, remained in the area to comfort and console the man until he died.

★ Lieut. John F. String Jr., USCG, Leonardtown, Md.: As commanding officer of the *PC 545* off Anzio, Italy, on 18 March 1944, he attacked an enemy motor torpedo boat and scored hits on the enemy craft before it was able to use its torpedoes. The resulting fire caused the torpedo boat to disintegrate in an explosion.

★ Lt. (jg) Alva E. Gipe Jr., USNR, Walteria, Calif.: Temporarily attached to the First Marine Division as an amphibious scout, he landed on a strongly fortified enemy beachhead on the night of 20 November 1943 and proceeded inland with his patrol to observe enemy activities. He was successful in obtaining information of vital importance to the success of our operations in that area.

★ Lt. (jg) George E. Haines, USNR, Ardsley-on-Hudson, N. Y. (missing in action): As gunnery officer of the USS *Lansdale* when it was attacked by enemy aircraft off the coast of Algeria, he directed accurate, vigorous fire. After the *Lansdale* was hit and all power to the main battery lost, he coordinated the action of the guns and continued firing, destroying three planes. After abandoning ship, he assisted men struggling in the water and probably assisted in saving several lives.

★ Lt. (jg) Nathan Schlanger, USNR, Brooklyn, N. Y.: As Armed Guard officer of the SS *Hillary A. Herbert* at Anzio during bombing attacks by enemy planes, he courageously and skillfully directed the gun crews and met each attack with a withering fire, probably destroying three planes. During one of these attacks, when it was necessary to beach the ship, he remained at his battle station directing fire at the attacking aircraft.

★ Herman Ballard, CPhM, USN, New York, N. Y.: While in charge of the collection section attached to a Marine battalion at Bougainville in November 1943, he risked his life repeatedly to evacuate the wounded from the field of battle. His collecting section maintained a smooth flow of casualties, all of whom had been rendered proper and adequate first aid treatment, to the battalion aid stations.



Official U. S. Navy photograph

SEABEE LEADER HONORED: The Legion of Merit has been presented Capt. Robert H. Meade (CEC) USN, of Virginia Beach, Va., for outstanding service as officer-in-charge of construction regiments in the Western Alaska sector and later as officer-in-charge of a naval construction brigade.

★ Roy J. Barnhill, CPhM, USNR, Long Beach, Calif.: While serving with the 2nd Marine Division on Betio Island, 21 November 1943, he organized a party of hospital corpsmen and stretcher bearers and successfully evacuated many seriously wounded men from an insecure position on the beachhead. The evacuated men had been wounded for periods ranging from 24 to 36 hours prior to this time, and many of them probably would have died if the evacuation had not been effected.

★ Horace C. Post, CRM, USN, Walnut Creek, Calif.: While serving aboard a motor torpedo boat in the Solomons on 5 July 1943, he was a member of a salvage crew dispatched to recover certain equipment from a boat which was grounded on a reef a short distance from enemy shore batteries. Forced to abandon the small boat by accurate fire from these batteries, he swam the remaining half mile, thereby preventing this equipment from falling into enemy hands.



Horace C. Post

★ Herbert Nickell, PhM2c, USN, Dallas, Tex., and Frank Witz, PhM2c, USNR, Lomita, Calif.: While serving

with the 1st Marine Division on Cape Gloucester, New Britain, on 26 December 1943, they worked their way forward through dense jungle undergrowth to treat six wounded comrades. Then, crawling ahead to within 15 feet of a Japanese emplacement, they daringly rescued a critically injured man in the face of intense enemy fire.

★ James W. Patteson, PhM2c, USNR, Nixon, Tex. (posthumously): When one of his platoon members was wounded by a light machine gun at Bougainville on 9 December 1943, he rushed directly into the fire lane of the gun and proceeded to administer blood plasma to his fallen comrade. Although mortally wounded just as he completed the task, he succeeded in saving the life of his patient.

★ Carl Buechler, Cox., USNR, Hardin, Mont. (posthumously): As coxswain of a landing boat at Rendova on 4 July 1943, he was fatally wounded during the vital offensive activities in the harbor. Disregarding his personal safety, he continued rescuing casualties under extremely difficult conditions until he succumbed to his injuries.

★ Marion A. Porter, St3c, USNR, Spartanburg, S. C.: When the USS *Lansdale* was sunk on the night of 20 April 1944, he remained at his station as gunner of an antiaircraft gun, although suffering from a broken leg. When his injuries made it impossible for him to carry out his duties any longer, he dragged himself clear of the vicinity without assistance in order not to interfere with the operation of the gun. After abandoning ship he remained in the water for over three hours, bearing his intense pain in silence.



Gold Star in Lieu of Second

DISTINGUISHED FLYING CROSS

★ Comdr. Eddie R. Sanders, USN, Marion, Ill.: As commander of a bombing squadron in the Gilbert and Marshall Islands on 18 December 1943, he flew unescorted to the extreme range of his craft to conduct a thorough reconnaissance of Kwajalein Atoll. As a result of the information obtained, our forces were able to launch a successful night attack on enemy shipping in the area.



DISTINGUISHED FLYING CROSS

★ Comdr. Eddie R. Sanders, USN, Marion, Ill.: Leading his bombing squadron in a fierce attack on Nauru at dusk, he flew in low through intense gunfire and vigorously bombed his target. Although a damaged plane of his squadron collided with his own during the engagement, he skillfully maneuvered his stricken craft and led the squadron back to base, making a successful landing.

★ Lt. Comdr. Robert A. Macpherson, USN, Albuquerque, N. Mex.: During the three and one-half days of fighting on Bititu Island, he made five flights for a total of 16 hours over the island, flying low over enemy defenses in face of heavy antiaircraft fire. Although his plane was hit at least 12 times and he narrowly escaped injury at least twice, he supplied complete firsthand information of enemy troop movements, gun emplacements and fortifications to the attack force commander and the commanding general.

★ Lt. (jg) Denver F. Baxter, USNR, Crestview, Tenn.: During a carrier task force strike against Truk Atoll, he flew low over Truk lagoon to rescue a downed pilot swimming about five miles south of Uman Island. He skillfully landed his plane, picked up the pilot and made a take-off with his overloaded plane.

★ Lt. (jg) William G. Buckelew, USNR, Trenton, N. J. (posthumously): Flying as escort for our bombers in a strike against a large concentration of Jap warships in Rabaul Harbor on 5 November 1943, he materially assisted in protecting the bomber formation. Intercepted by Japanese aircraft during the retirement, he destroyed one enemy fighter and rejoined the bombers.

★ Lt. (jg) Duane J. Kenney, USNR, Chicago, Ill. (missing in action): While leading a team of four fighters as escort for torpedo planes returning from a strike at Truk on 29 April 1944, he intercepted and engaged 10 to 12 enemy fighters which were making an attack on the torpedo planes. He drove off the greatly superior force, shot down one plane and assisted in destroying another. His action undoubtedly saved our torpedo planes from severe losses.

★ Lt. (jg) David C. Pinholster, USNR, Dade City, Fla.: As commander of a patrol plane in the Atlantic, he attacked a surfaced U-boat in the face of antiaircraft fire and pressed home a vigorous attack with depth bombs, which exploded close aboard the target. He continued to strafe the sub until lack of ammunition and heavy casualties to the crew forced him to break off the engagement.

★ Lt. (jg) James W. Syme, USNR, Albuquerque, N. M. (missing in action): As escort for our bombers in an attack on Japanese warships in Rabaul harbor on 5 November 1943, he employed excellent defensive tactics and materially assisted in protecting the bomber formation. Engaged by enemy aircraft, he probably destroyed one enemy fighter and escorted the bombers back to base.

★ Ens. Lewis A. Matthews Jr., USNR, Decatur, Ga. (posthumously): Acting as wingman while escorting our bombers in a strike against installations and shipping at Truk Atoll, he countered an attack by numerous enemy fighters and accounted for two of the 10 Japanese planes destroyed by his four-plane division. In another mission the same day he strafed a light cruiser in Truk harbor, silencing her antiaircraft fire.



NAVY AND MARINE CORPS MEDAL

★ Rear Admiral (then Capt.) Francis C. Denebrink, USN, Long Beach, Calif.: As commanding officer of the USS *Brooklyn* during the rescue of survivors of the USS *Wakefield*, he twice maneuvered the cruiser alongside the port quarter of the blazing *Wakefield* and took aboard large numbers of survivors. Skillfully directing the activities of other ships participating in the rescue, he enabled assisting vessels to carry out their operations without material damage or loss of life.



Official U. S. Navy photograph

CINCPAC STAFF OFFICER CITED: Admiral Chester W. Nimitz, USN, Commander in Chief, Pacific Fleet and Pacific Ocean Areas, pins the Legion of Merit on Capt. Preston V. Mercer, USN, of Mercer, Pa. His citation is for exceptionally meritorious conduct as assistant chief of staff and as flag secretary of the Staff of CincPac.

★ Lieut. Newell P. Wyman, USNR, Canandaigua, N. Y. (posthumously): Adrift with his crew in the northwest Pacific after his plane crashed on 13 April 1944, he sighted a plane about to land nearby. Realizing that it probably would be wrecked in the high seas, he warned the plane by wave-off signals not to attempt a rescue. He voluntarily relinquished his chance for immediate safety and perished later from exposure before the raft was recovered by surface vessels.

★ Lt. (jg) Carlos K. Dale, USCGR, Portsmouth, Va.: Following the collision between the SS *El Coston* and the SS *Murfreesboro* during the night of 25-26 February 1944, he disregarded the heavy seas and burning gasoline which covered a large part of the sea and went over the side of his heavily rolling ship to enter the water and assist exhausted survivors to reach and climb the nets rigged along the sides of the rescue vessel.

★ Carpenter Pryor S. Bennett, USN, Negaunee, Mich.: During the salvage of ships damaged at Pearl Harbor, he made many dives under extraordinarily hazardous conditions inside submerged vessels, totaling well over 100 hours of underwater work. His efforts contributed in a large measure to the success of the diving operations.

★ Machinist Judson G. Butland, USN, Chicago, Ill.: When a plane came in contact with a high-tension wire at New Caledonia on 8 December 1942, and several of its occupants were stunned by shock, he rescued the four men while the plane was still in contact with the wire. He skillfully applied artificial respiration to one of the victims and directed the same treatment for the others.

★ Donald J. Bracken, CSK, USN, Mason City, Iowa; Sam Varlas, GM3c, USNR, Moundsville, W. Va., and Mike Dyorich, GM2c, USN, Windber, Pa.:



Official U. S. Coast Guard photograph

RESCUED TRANSPORT SURVIVORS: Vice Admiral Russell R. Waesche, Commandant of the U. S. Coast Guard, presents the Legion of Merit to Comdr. Ralph R. Curry, USCG, of Alexandria, Va., for outstanding performance of duty as commanding officer of a Coast Guard cutter which rescued survivors of a torpedoed transport in the North Atlantic during the early part of 1943.

NAVY & MARINE CORPS MEDAL cont.

After the USS *Lansdale* was torpedoed and sunk off the coast of Algeria, they observed a shipmate in the water who could not swim. They promptly went to the aid of this man and helped him to remain afloat for two hours until his recovery was effected.

★ John W. Traffley, CMM, USN, Baltimore, Md.: After the USS *Lansdale* was sunk off the coast of Algeria on 20 April 1944, he went to the assistance of a man suffering from a back injury and in danger of drowning, and helped him to a floater net. After being rescued by a vessel he rendered valuable aid in caring for many survivors even though he himself was in a weakened condition.

★ Joseph A. Anthony, BM1c, USNR, Colfax, La.: As a member of the Armed Guard aboard the SS *Robert Erskine* when it was grounded during a storm 10 miles off the North African coast on 6 January 1944, he assumed charge after his commanding officer had abandoned ship to assist in ferrying men ashore. He supervised the lowering of lifeboats as the ship pitched and rolled, and finally broke in two. Fearing the pounding of the two parts would set off an explosion, he rigged and lowered a cushion between the parts to absorb the shock and remained on watch throughout the night until the arrival of a rescue boat.



Joseph A. Anthony

★ Harry M. Kelley, CBM, USN, Oakland, Calif.: As officer-in-charge of a small tanker at Vella Lavella on 10 March 1944, he directed fire-fighting operations when flames enveloped the forecastle and spread to a sub chaser moored on the tanker's starboard side. When several explosions occurred aboard the sub chaser, he ordered the crew to abandon ship. Later, when the mooring lines burned in two and the sub chaser drifted away, he organized a crew of seven volunteers and returned to the tanker, bringing the fire under control after four hours.

★ Harold L. Glindeman, SM1c, USN, Buffalo, N. Y.; Maurice J. Lambert, EM1c, USN, Wynnewood, Pa.; Charles R. Hart, MM2c, USNR, Lawrence, Ind.; Elbert J. Lewis, MM2c, USNR, Paducah, Ky., and Edwin R. Redfern, RM3c, USN, Woburn, Mass.: After abandoning the USS *Lansdale* following her torpedoing off the coast of Algeria, they reached the relative safety of a floater net. Leaving this position, they swam to the rescue of severely wounded shipmates and brought them to the floater net, from which they were finally recovered by a rescue vessel.

★ Louis J. Marino Jr., CM1c, USNR, Cleveland, Ohio: When an RCAF plane crashed into Tamgas Harbor, Alaska, on 25 September 1943, he voluntarily helped man a rearming barge and proceeded to the sinking plane. He then plunged into the icy water and helped haul four injured crew members into the barge.

★ Roy C. Nelson, MoMM1c, USCG, Mobile, Ala.: During the rescue of survivors of the USS *Leopold* in the North Atlantic on the night of 9 March 1944, he volunteered to go over the side of his ship into the cold water to assist in the rescue of exhausted survivors. Unmindful of his own safety, he worked in the rough oil-covered water, swimming to and securing life lines around the helpless survivors, until he became so numbed by cold and exhaustion that he was unable to continue.

★ Harry F. Donovan, ARM2c, USNR, Buffalo, N. Y., and Daniel J. Dujak, ARM2c, USNR, Holyoke, Mass. (both missing in action): During a Japanese bombing raid on Apamama, Gilbert Islands, on 2 January 1944, they proceeded to a burning plane in which 50-calibre ammunition was exploding and removed two men who had been rendered unconscious, probably saving their lives.

★ Joseph T. McInnis, BM2c, USNR, Dorchester, Mass.: While he was serving aboard the *LCT 35* at Anzio, Italy, on 7 February 1944, a bomb caused fires to break out on the *LCI(L) 211*, moored nearby. The *LCT 35* was shifted alongside the stricken craft, and he skillfully assisted in bringing the fires under control. His efforts in the removal of the wounded and his first-aid measures probably helped save several lives.

★ John H. Roberts, MM2c, USNR, Detroit, Mich.: During the sinking of the USS *Lansdale* on the night of 20 April 1944, he went below decks to procure a life belt for a shipmate who could not find one. While in the water after the ship was abandoned, he risked his life to save a man in danger of drowning and assisted him to a life raft.

★ Paul Sarich, MM2c, USNR, Cleveland, Ohio, and Howard A. Shene, SM2c, USNR, Lyndon, Vt.: When the USS *Lansdale* was torpedoed off the coast of Algeria, they left the relative safety of a floater net and swam to the aid of an injured crew member who was in danger of drowning. They helped the man remain afloat and brought him to the floater net from which he finally was recovered by a rescue vessel.

★ Arnold R. Zubik, ARM2c, USN, Richmond Tex.: Anticipating the crash of an approaching plane at the Naval Auxiliary Air Station, Los Alamitos, Calif., he rushed to the scene as the craft burst into flames, enveloping the trapped and unconscious pilot. He freed the man from the wreckage and, although painfully burned by a tremendous explosion, dragged him out of the blazing plane (25 March 1944).



Official U. S. Navy photograph

COMMANDANT of the Naval Air Training Center, Pensacola, Capt. Lester T. Hundt, USN, of Fort Lee, N. J., recently received the Legion of Merit for his conduct while in command of an aircraft carrier in action in the Pacific.



Hoist, (NTC, San Diego)

"Take mine from these dratted mosquitoes!"

★ Edley G. Scott Jr., SK3c, USNR. Lynwood, Calif.: When he observed a swimmer in distress off Torokina Beach, Empress Augusta Bay, on 7 April 1944, he plunged into the heavy surf and swam to the rescue. Struggling against the strong tide, he reached the unconscious man, carried him through the cross-current, and finally succeeded in reaching shore.

★ Joseph T. Marcey, Cox., USN, Pawcatuck, Conn.: When the ship in which he was serving, the *LCI(L) 32*, was struck and sank in less than three minutes, he assisted the injured and dazed in fastening and inflating life jackets. After the abandon-ship order was given he continued to search the ship for those who needed aid. Later, he left his life raft twice to search for and recover survivors from the cold and heavy seas.

BRONZE STAR MEDAL

★ Capt. Frederick J. Bell, USN, Baltimore, Md.; Comdr. Jacob E. Cooper, USN, Columbus, Ga.; Comdr. Gelzer L. Sims, USN, Orangeburg, S. C.; Comdr. Willard M. Sweetser, USN, Gray, Me.; Comdr. James H. Ward, USN, San Francisco, Calif., and Lt. Comdr. Francis T. Williamson, USN, Tiverton, R. I.: As commanding officers of warships in a task unit convoying troops, supplies and equipment to Guadalcanal on the night of 17 February 1943, they promptly engaged a group of Japanese torpedo planes threatening the convoy and destroyed at least five of them. Their outstanding leadership assisted in fulfilling a vital mission and brought their ships through the action undamaged.

★ Comdr. David B. Coleman, USN, Union, S. C.: As commanding officer of a motor torpedo boat tender during a Japanese bombing attack in the Solomons on 25 May 1943, his ship sustained a direct hit and several near misses which started large fires. After giving the order to abandon ship, he remained on the bridge directing the operations until all personnel had left the vessel. Thereafter, he supervised the rescue of survivors so effectively that no casualties were sustained. .

★ Lieut. Francis B. Monroe, (MC) USNR, Iron River, Mich.: As medical officer of a boat base in the Rendova-New Georgia area from 30 June to 5 August 1943, he proceeded to all forward areas where medical attention was needed and skillfully administered first aid under extremely hazardous conditions. He was largely responsible for keeping the number of casualties to a minimum.

★ Lieut. Robert M. Morgenthau, USNR, Hopewell Junction, N. Y.: As executive officer of the USS *Lansdale* when it was sunk off the coast of Algeria, he was responsible for battle efficiency which enabled the ship to effectively engage attacking torpedo planes. After abandoning ship he rendered aid to men in the water for more than two hours until finally rescued.

★ Lt. (jg) William J. Bates, USNR, Aliquippa, Pa.: As commanding officer of the *APc 21* at Arawe, New Britain, on the night of 16-17 December 1943, his ship was intensively strafed and bombed by Japanese aircraft. He maneuvered with great skill and daring and put up a terrific barrage of antiaircraft fire until his ship was sunk as the result of three direct bomb hits. Then he exercised outstanding coolness and leadership in directing the abandonment of his ship.

★ Lt. (jg) John H. Brigleb, USNR, Shaker Heights, Ohio, and Lt. (jg) Sam D. Fuston Jr., USNR, Murfreesboro, Tenn.: While commanding LCT (5)s in a convoy engaged in the resupply of Arawe, New Britain on 21 December 1943, their vessels were attacked on three separate occasions by Japanese divebombers and fighters in formations of 45, 60 and 8 planes. Although the maneuverability of their craft was limited and the armament light, they fought off the attacks and accomplished their mission.

★ Lt. (jg) Robert B. Cook, USNR, Chicago, Ill.: When the LCT(5) he commanded was attacked by 22 Japanese divebombers and fighters on 15 December 1943 near Arawe, New Britain, he skillfully maneuvered his vessel and effectively used all the fire power at his disposal, assisting in the destruction of three enemy planes. He successfully accomplished his mission with no casualties and a minimum of damage.

★ Lt. (jg) Jefferson L. Copeland, USNR, Frederick, Okla.; Lt. (jg) Norman R. Gerhold, USNR, Richmond, Kan.; Lt. (jg) Robert G. Thomas, USNR, Dorchester, Mass., and Ens. Marvin R. Davis, USNR, Odem, Tex.: As commanders of LCT(5)s engaged in the supply of Arawe, New Britain, on 15 and 21 December 1943, they were attacked on four occasions by flights of 22, 45, 60 and 8 Japanese planes. They destroyed three enemy planes in the first attack, and repelled subsequent attacks, successfully completing their assignments with minimum casualties and material damage.

★ Lt. (jg) Marvin M. Eubanks, USNR, Decatur, Ala.: As communication officer of the USS *Lansdale* when it was sunk off the coast of Algeria, he displayed outstanding initiative and devotion to duty. After abandoning ship he assisted survivors to a floater net and cared for the injured until recovered by a rescue vessel three hours later.

★ Lt. (jg) Frederick Gehlmann, USNR, River Forest, Ill.: Attached to the USS *Lansdale* when it was sunk on the night of 20 April 1944, he directed the firing of a 40-mm. battery until the list and rising water made it impossible for the guns to bear on their targets. His battery assisted materially in the destruction of three attacking planes. After abandoning ship he gathered a group of men together and aided those who could not swim to reach floater nets.



Chaser (SCTC, Miami)

"Isn't it swell to eat ashore and get away from Navy routine!"



Official U. S. Navy photograph

LED FIRST TRUK ATTACK: A Gold Star in lieu of a second Distinguished Flying Cross is awarded Lt. Comdr. Donald M. White, USN, of Ruxton, Md., by Rear Admiral George D. Murray, USN., Chief of Naval Air Training, for leading a torpedo plane squadron in the first assault on Truk Atoll.

★ Lt. (jg) Marshall E. Geller, USNR, Los Angeles, Calif.: When the USS *Lansdale* was sunk off the coast of Algeria on the night of 20 April 1944, he assembled survivors in a group to facilitate their rescue. In a number of cases, he swam to the assistance of injured men who were struggling to remain afloat. As a direct result of his resolute action several lives were saved.

★ Lt. (jg) Robert J. Gilliland, USNR, Hutchinson, Kan.; Lt. (jg) Andrew S. Kaminski, USNR, Chicago, Ill.; Lt. (jg) Kenneth J. Leaf, USNR, Chicago, Ill.; Lt. (jg) Leo Loeb Jr., USNR, Upper Montclair, N. J.; Ens. Arthur Edelstein, USNR, Detroit, Mich., and Ens. Charles W. Turner, USNR, Henderson, N. C.: As commanders of LCT(5)s in a convoy engaged in the resupply of Arawe, New Britain, on 16-17 December 1943, their craft were attacked by 12 Japanese divebombers and fighters on one occasion, and by 50 planes on another. By maneuvering their craft during these attacks and effectively using all the firepower at their disposal they destroyed 11 enemy planes and probably destroyed six more. They successfully accomplished their assigned mission with a minimum of damage and casualties.

★ Lt. (jg) Otto C. Meyer, USNR, Erie, Pa., and Lt. (jg) G. W. Raffensperger, USNR, Indianapolis, Ind.: While commanding LCT(5)s in a convoy delivering supplies to Arawe, New Britain, on 26 December 1943, their craft were attacked by 36 Japanese divebombers and fighters. They effectively used all available fire power and destroyed four enemy planes. Through their efforts there were no casualties and material damage was kept at a minimum.

★ Lt. (jg) Fred A. Nachman, USNR,



Wheel Watch (NAS, Cape May, N.J.)
"Just think, my leave comes through tomorrow."

BRONZE STAR cont.

Chicago, Ill., and Lt. (jg) Stanley D. Osman, USNR, Niagara Falls, N. Y.: As commanding officers of LCT(5)s in a convoy engaged in the resupply of Arawe, New Britain, on 31 December 1943, their vessels were attacked by 14 Japanese divebombers and fighters. Despite the vulnerability of their craft to such an attack, they destroyed four enemy planes, at the same time keeping casualties and material damage to a minimum.

★ Ens. Stephen P. Mallett Jr., USNR, Newton, Mass.: When the USS *Lansdale* was attacked and sunk by torpedo planes off the coast of Algeria, he coolly and skillfully directed the firing of a 20-mm. battery of six guns until the heavy list and rising water made effective fire impossible. His battery assisted in the destruction of three planes. After abandoning ship he gathered a group of men together and aided those who could not swim to reach the safety of floater nets.

★ William B. Kinna, CBM, USN, Covington, Ky.: When the USS *Lansdale* was torpedoed and the order given to abandon ship, he displayed extreme courage and able leadership by insuring that life rafts were launched and all members of the crew at their stations. In the water he assisted many men who were unable to swim or were having difficulty in adjusting life belts. He contributed materially to the probable saving of many lives.

★ Joseph A. Sabiecky, CMM, USN, Connellsville, Pa.: In charge of the after engine room of the USS *Lansdale* when it was damaged on the night of 20 April 1944, he maintained full operating conditions and by so doing was probably responsible for the ship being able to avoid additional torpedo hits. Knowing that the starboard engine was stopped, he resourcefully made use of the maximum available power to provide port engine revolutions for the last speed indicated on the annunciators.

★ Edward T. Przewlocki, GM1c, USNR, Lackawanna, N. Y., and Lawrence H. Tuells, GM3c, USNR, Everett, Mass.: As gun captains aboard the USS *Lansdale* when it was attacked by enemy planes off the coast of Algeria, they directed accurate and effective fire, which assisted in the destruction of two attacking planes. When the ship was abandoned they displayed great courage and leadership in assembling survivors on life rafts and contributed materially to the probable saving of several lives.

★ Charles H. Lanahan, SC2c, USN, Monticello, N. Y.: In charge of a lower handling room when the USS *Lansdale* was sunk, he maintained operations and displayed great initiative by shifting ammunition to correct a critical list. When he found that air pressure prevented the opening of an escape hatch, he directed the clearing of the way to another hatch for the escape of his crew.

★ Howard S. May, GM2c, USN, Pittsburgh, Pa.: In charge of maintaining a 20-mm. battery in the USS *Lansdale* when it was attacked by planes off the coast of Algeria, he worked calmly and untiringly to keep all guns of the battery firing. When several of his guns were rendered inoperative by the explosion, he quickly restored all except one of the six guns to action, and they brought down three of the attacking planes.

★ Frank J. Nolan, TM2c, USNR, Brooklyn, N. Y.: In charge of the depth charge detail when the USS *Lansdale* was damaged, he displayed initiative and foresight by having all depth charges set on safe. As a result, when the ship sank, no depth charges were detonated and the loss of life and injury were kept to a minimum.

★ Earl F. Lanham, RM3c, USNR, Gravel Switch, Ky.: While being evacuated from Rendova as a casualty because of multiple shrapnel wounds, he rendered invaluable service to the medical officer in ministering to the wounded. He carried on his voluntary task with exceptional effectiveness in spite of little rest over a period of 42 hours.

★ Harold P. Van Deusen, Cox, USN, Oswego, N. Y., and Arthur E. Bryant, F2c, USNR, Lakeland, Fla. (both posthumously): As coxswain and relief coxswain of a landing boat during raiding and reconnaissance missions in the Pacific, they proceeded skillfully through a narrow, reef-bound channel at midnight to land parties of officers and men on an unfamiliar, enemy-occupied island. While on the same mission the following day, Van Deusen was instantly killed by Japanese machine-gun fire at close range and Bryant, when he took over the controls, was killed while attempting to get the boat off the beach.



Gold Star in Lieu of Third
AIR MEDAL

★ Lieut. George C. Bullard, USN, Pompton Plains, N. J. (missing in action): While circling for rendezvous after leaving his carrier on 4 December 1943, he observed three Jap torpedo bombers pressing home a low-altitude attack as the last patrol plane left the carrier. Braving the antiaircraft fire of our forces, he dove at one of the attacking craft and shot it into the sea in flames.



Official U. S. Navy photograph
SQUADRON CO DECORATED: The Distinguished Flying Cross has been awarded Comdr. John H. McElroy, USN, of Cuba, Ala., for extraordinary achievement as commanding officer of a photographic squadron in the South Pacific Area from 21 Nov. 1943 to 13 April 1944. On numerous occasions he secured photographs and information of great assistance to our forces in carrying out bombardments of enemy installations.



Gold Star in Lieu of Second
AIR MEDAL

★ Lieut. George C. Bullard, USN, Pompton Plains, N. J. (missing in action): While leading his division of fighters in routine patrol on 21 November 1943, he discovered an enemy long-range bomber despite the low visibility of the early dawn. Diving swiftly and unerringly, he shot it down in one firing run.

★ Ens. George H. Davidson, USN, Pensacola, Fla.: On 27 January 1944 he effected a hazardous rescue on the open sea in a PBY-5A type aircraft not adapted structurally for such work. By his action, 13 men were rescued from intense suffering and from possible death.

★ Lieut. Frederick A. McFarland, USNR, Seattle, Wash.: As pilot of a patrol bomber during the successful bombing of ships and shore installations in poor weather and in the face of heavy antiaircraft fire, he displayed excellent judgment, great courage and exemplary efficiency in carrying out his missions.

★ Lt. (jg) Charles Denby-Wilkes Jr., USNR, Washington, D. C.: Piloting a dive-bomber in two attacks on Truk on 16 and 17 February 1944, he personally made two hits on a large armed cargo vessel, leaving it burning

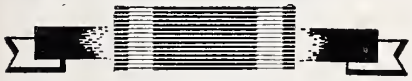
and listing. As a result of these attacks, a large number of Jap merchant and combatant ships were destroyed or severely damaged.

★ Lt. (jg) George L. Glass Jr., USNR, Tampa, Fla. (missing in action): Piloting a divebomber during an attack on Jap shipping in Kavieng harbor on 25 December 1943, he scored a direct hit which contributed to the destruction of a large merchant ship. Later, he braved concentrated antiaircraft fire at low level to obtain a valuable oblique photograph of Kavieng harbor and the coast line.

★ Lt. (jg) Donald C. Kane, USNR, Chicago, Ill. (missing in action): Piloting a torpedo bomber in action against Japanese shipping in Rabaul harbor on 11 November 1943, he pressed home a vigorous attack at close range on a light cruiser, inflicting serious damage. Later, when his task force was attacked, he made repeated attacks on the Japanese planes, although his own craft was unsuited for the purpose.

★ Lt. (jg) Clark R. Williams, USNR, Kalamazoo, Mich. (missing in action): As pilot of a torpedo bomber in an attack on Japanese shipping in Rabaul harbor on 11 November 1943, he went through intense antiaircraft fire to press home a vigorous attack at close range on a heavy cruiser, inflicting damage to the vessel. When his own task force was attacked by enemy planes, he assisted in repelling the assaults, although his own plane was unsuited for the purpose.

★ Lt. (jg) Stephen D. Wright, USNR, Philadelphia, Pa. (missing in action): Flying as a wingman for a group of fighter planes covering our bombers during a raid on Japanese shipping in Rabaul harbor on 11 November 1943, he assisted in providing such excellent protection that only one of our bombers was lost, while 14 enemy planes were destroyed. In another strike the same day his formation intercepted a Jap attack on our task force and in the ensuing action he shot down two enemy planes.



AIR MEDAL

★ Lt. Comdr. Frank M. Whitaker, USN, Spokane, Wash. (posthumously): Leading his torpedo squadron in vigorous strikes against Bititu Island, Tarawa Atoll, from 18 to 23 November 1943, he executed six glide-bombing attacks in the face of heavy antiaircraft fire and scored direct hits on enemy gun positions and installations, causing severe damage and destruction.

★ Lieut. Thaddeus R. Bell, USNR, Seattle, Wash. (missing in action): While flying cover for a task force on 11 November 1943, he and his squadron boldly engaged more than 100 Japanese planes threatening our surface forces. Fighting against tremendous odds, he succeeded in shooting down two bombers out of a formation of 30 during the action.

★ Lieut. Ben W. Gibson Jr., USNR, Atlanta, Ga.: As squadron air combat information officer, he skillfully and coolly handled communications during the night attack by his plane on a surfaced submarine proceeding at high speed in the South Atlantic.

★ Lieut. Ero G. Poutinen, USNR (Ret), Dallas, Tex.: As flight leader of mine-laying bombers in the Solomons on the nights of 20 and 21 March 1943, he flew precariously low at a slow airspeed in the face of blinding searchlights and concentrated antiaircraft fire, and successfully planted mines in treacherous enemy-controlled waters.

★ Lt. (jg) Anton E. Anderson, USNR, Northfield, Minn. (missing): While commanding a bomber in the Solomons from 25 December 1943 to 11 January 1944, he vigorously strafed a troop-laden enemy barge, destroying the barge and inflicting many casualties on the troops. While operating 800 miles from base on 11 January, he intercepted a hostile bomber and destroyed it without damage to his own bomber.

★ Lt. (jg) Larry H. Englade, USNR, Lions, La. (missing in action); Ens. Charles W. Hagans, USNR, Denison, Tex., and Ens. Theodore S. Condo, USNR, Los Angeles, Calif.: As fighter plane pilots during the occupation of Attu Island, they repeatedly executed strafing and glide-bombing missions at extremely low altitudes while being subjected to heavy antiaircraft fire. Success of these missions was a material contribution toward the capture of Attu.

★ Lt. (jg) Benjamin F. Farber Jr., USNR, New York, N. Y. (posthumously): After completing a photographic assignment over Kwajalein Atoll on December 1943, he made three daring strafing runs on enemy shipping and on the seaplane ramp at Ebeye. Observing a plane moving in on part of our strike force, he closed range and shot down the Zero in flames.

★ Lt. (jg) John Thill, USNR, Ames, Iowa (missing in action): Flying in support of vital landing operations at Hollandia in April 1944, he strafed enemy positions accurately and inflicted damage on docks and barges. At Truk he assisted in destroying a Jap fighter plane and effectively strafed and bombed gun positions on Moen Island.

★ Lt. (jg) Clark R. Williams, USNR, Kalamazoo, Mich. (missing in action): Taking part in an important bombing attack on shipping and airfields at Truk on 16-17 February 1944, he scored there direct hits on a large armed cargo vessel, leaving it burning and listing. He also contributed materially to the severe damaging of numerous merchant and combatant ships and the destruction of many grounded aircraft.

★ Ens. Robert W. Beedle, USNR, South Pasadena, Calif. (missing in action): Flying cover for our bombers during attacks on enemy shipping in Kavieng harbor, he skillfully maneuvered his craft, shot down one Jap plane and assited in the destruction of three others. In another escort mission he succeeded in diverting hostile



Chaser (SCTC, Miami)

"But, gentlemen, the situation is desperate. The men aren't complaining about anything!!"



Official U. S. Navy photograph

RESEARCHER CITED: Lieut. James L. Wetzel, USNR, of Miami, Okla., receives the Navy and Marine Corps Medal from Capt. Clarence Gulbranson, USN, commanding officer of the Naval Amphibious Training Base, Fort Pierce, Fla. The decoration is for meritorious and heroic performance of duty as officer-in-charge of a demolition research unit at the Fort Pierce base.



Official U. S. Navy photograph

WINS AIR MEDAL: Lieut. Tobias Funt, USNR, of Brooklyn, N. Y., has been awarded the Air Medal for meritorious achievement in a photographic squadron in the South Pacific Area. From 14 May 1943 to 22 Jan. 1944 he participated in 63 day and night photographic operations and special missions, most of them over enemy-held areas where he was exposed to antiaircraft fire and fighter plane attacks. He was instrumental in savings the lives of seven airmen forced down in enemy territory.



Official U. S. Navy photograph

HELPED SINK SUB: Foch C. McKee. ARM2c, USNR, of Hickory, N. C., recently was awarded the Air Medal for his part in sinking a U-boat in the Atlantic last April. He was radioman in a torpedo bomber on antisubmarine patrol.

AIR MEDAL cont.

attacks and enabled our bombers to escape undamaged.

★ Ens. Donald E. Fleisher, USNR, Coalinga, Calif. (missing in action): Flying on numerous strafing and escort missions in the Gilbert and Marshall Islands area from 19 November 1943 to 30 March 1944, he displayed outstanding skill and indomitable fighting spirit. He assisted in setting fire to several Japanese vessels, one large building and an ammunition dump, and in seriously damaging other ships and important airfields and harbor facilities.

★ Ens. Walter A. Jacobs Jr., USNR, New York, N. Y.: piloting a torpedo plane in an attack on shipping at Truk, he personally made two bomb hits on a light cruiser, which was left listing and smoking. As a result of this attack and others, a large number of enemy combatant and merchant ships were sunk or damaged.

★ Ens. William S. Reid, USNR, Paulsboro, N. J.: As copilot and navigator of a reconnaissance plane operating in the Solomons from 25 April to 19 September 1943, he participated in numerous scouting and reconnaissance missions deep in enemy territory where he was subjected to intense antiaircraft fire and enemy fighter plane interception. On 23 July he flew as copilot on an unescorted mission to map Kolombangara Island. While returning from photographing Nauru Island he was severely injured in a water landing, but assisted other crew members into rubber boats.

★ Malcolm Hitchcock, CPhoM, USN, Laton, Calif.: As a divebomber photographer, he took photographs continuously during attacks on Tarawa Atoll on 18, 20 and 22 November while under severe antiaircraft fire. His photographs were of great assistance in conducting operations.



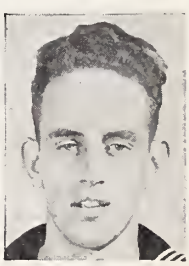
Scuttle-Buzz (135th CB)

"I've often heard of it, but this is the first time I've ever seen one!"

★ John R. Blattner, AOM2c, USN, Camden, N. J. (posthumously): As a crew member of a PB4Y plane which bombed and strafed Jaluit Atoll on 12 December 1943, he performed his duties with courage and efficiency throughout the attack. His plane was badly damaged but returned safely to a night landing at its base with one engine out and two partially disabled.

★ Ralph H. Boyland, AMM2c, USN, Brooklyn, N. Y.: As tail gunner in a patrol plane during an attack on a German submarine in the Atlantic, he rendered valuable service and, although wounded by enemy fire, remained steadfastly at his station. His fortitude and disregard for his own safety contributed to the probable destruction of the U-boat.

★ Robert H. Grimsman, AOM3c, USNR. Los Angeles, Calif. (missing in action): As radioman of a torpedo plane over Rabaul on 11 November 1943, he operated a machine gun and destroyed an enemy fighter which was in position to make an unopposed attack upon his squadron leader's plane. His excellent marksmanship in the face of severe antiaircraft fire contributed materially to the success of our operations.



Robert H. Grimsman

★ Thomas R. A. Rush Jr., AOM3c, USNR, Tulsa, Okla. (missing in action): Skillfully manning his station throughout a hazardous low-level bombing attack upon enemy air installations at Nauru Island on 24 December 1943, he rendered valuable assistance to his pilot in the delivery of devastating blows on the target area. He carried out his duties efficiently until his damaged ship crashed into the sea.



Official U. S. Navy photograph

Destroyer Maury Wins Unit Citation

The USS *Maury* (above), whose battle log reads like a history of Pacific warfare, has been awarded the Presidential Unit Citation for outstanding performance against Jap forces ashore and afloat from the raid on the Marshall Islands on 1 Feb. 1942 through the Battle of Vella Gulf on 6 Aug. 1943.

In those 18 months this 1,500-ton destroyer fought in nearly every major engagement. She is credited with having contributed materially to the destruction of three light cruisers, 10 destroyers, one patrol vessel, 10 aircraft and a number of shore batteries.

The *Maury's* biggest night came in the Battle of Vella Gulf, when she was part of the destroyer task group which met an enemy troop convoy headed for Vila and escorted by a cruiser and three destroyers. The *Maury's* torpedoes struck three of the enemy ships and her guns set the cruiser ablaze. Within 45 minutes the four Jap warships had disappeared. Her commanding officer, Comdr. Gelzer L. Sims, USN, won the Navy Cross for his part in this dramatic engagement.

LETTERS
TO THE EDITOR

(Continued from Page 36)

ish minesweepers . . . preceded the invasion armada and swept a path to the very shores of Normandy, working in the shadow of the big German coastal batteries." While all credit should be given to the British minesweepers for sweeping the Channel the greater part of the way across, it is also true that the little YMSs of the U. S. Navy were the only sweeps to be found close to the beach many hours before and after H Hour, between the fire of the coastal batteries and our battleships, cruisers and destroyers. They were also fired on at a later date by shore batteries while sweeping very close to the beach, thus enabling the larger ships to locate the batteries and put them out of action.—A. R. S., Y1c, USNR.

SIR: Your invasion article in the July issue surprises us: "Two hundred British minesweepers. . . ." Yours for more recognition for American minesweepers.—W. S. W, Lt. (jg), USNR.

• *For reasons of security, at the time the article was published, it was not possible to mention in the* INFORMATION BULLETIN *the U. S. minesweepers and the heroic part that they played in completing one of the most hazardous assignments given to any Allied naval force on D Day. It is now possible to say that more than 100 U. S. sweeps began their runs back and forth in front of the landing strips several hours before H Hour, operating under the muzzles of enemy shore batteries. One gunnery officer reported that from 30 to 50 shells burst near the squadron every time it travelled the inshore waters. The sweeps completed their task of clearing a channel for the supporting cruisers and destroyers only a few minutes before the warships opened their initial barrage.*

Their work was not over, of course, on D Day, the struggle between the sweeps and the minelayers being a continuous one. U. S. YMSs and British and Canadian minesweeping craft are still working together to clear the supply lanes to France.—ED.

SUBMARINE INSIGNIA

SIR: May a man who qualified for submarine duty while in the fleet wear the enlisted submarine insignia on a midshipman's uniform?—A. W. R., AS, USNR.

• *(1) Yes, if such wearing is approved by his CO.*—ED.

EAGLES, PRESENT TENSE

SIR: The May 1944 INFORMATION BULLETIN, "What Is Your Naval I. Q?", Question 5, asked, "What *was* an Eagle Boat?" On behalf of the officers and men of the USS *Eagle* No. 55, as well as the officers and men of the seven other Eagles in full commission, I want you to know we can most definitely be referred to in the present tense. Just ask any of the lads who have been serving aboard them for the past three years.—B. F. N., Lt., USNR.

• *We stand corrected and herewith salute —present tense—the officers and men serving in Eagle boats in this war. Of 60 Eagles built in 1918-19, eight are still in service. Two of them, Eagles 19 and 55, have been in continuous commission.*—ED.

LEAVE FOR OFFICERS

SIR: Art. C-6001 (9), BuPers Manual, states that the Bureau endeavors to grant accumulated leave in advance of retirement and in case of resignation. Will this apply in the following cases: a reserve officer upon release from active duty; a reserve officer submitting his resignation; an officer appointed for temporary service, returning to an enlisted status?—C. M. C., Lt. (jg), USN (ret.).

• *The following provisions governing the granting of leave to officers upon separation from the service, other than demobilization, are now effective: All officers who by their own request are separated from the Navy, and all officers being placed on inactive duty, by reason of physical disability and retirement, will be granted accumulated leave based on total period of active commissioned service at the rate of 2½ days per month, (minus leave taken), but the total shall not exceed three months. This includes temporary officers, formerly enlisted men, separated from the service as officers. Accumulated leave will not be granted in the cases of separation from active service because of disciplinary reasons or discharge for failure to complete satisfactorily a prescribed course of instruction.*

The leave policy for discharge or release to inactive duty upon demobilization has not yet been determined.

The service of a temporary officer returned to enlisted status would be continuous, and the question of his leave would depend on the usual factors, namely his duty or change of duty, the time and places involved, and the needs of the service. Such personnel may not be granted leave in excess of that earned while serving in an officer status.—ED.

WARRANT PROMOTIONS

SIR: (1) Before the war, while holding a rating as petty officer first class, I received a permanent appointment as warrant officer. Would an entry now be made in my enlisted service record, providing requirements were met, showing advancement from PO1c to CPO? (2) Is there a provision whereby a permanent WO may now be promoted to permanent chief WO while holding a temporary appointment to higher rank?—F. J., Lt. (jg), USN.

• *(1) No further entries are made in a man's enlisted service record after enlisted status is permanently terminated. (2) No. Permanent promotion of all warrant officers and all commissioned officers ceased on 30 June 1942, under terms of Public Law No. 639, 77th Congress.*—ED.

SENTIMENTS OF A MAN WHO CAME BACK

SIR: Believing that all normal human beings appreciate kindly recognition for a job well done, I am taking the liberty to write this informal letter while on authorized leave.

Along with a group of others, I recently arrived in San Francisco after a stay of more than 18 months in the Southwest Pacific. Upon docking, we were met by officers and men who gave us every consideration possible. Upon reaching Treasure Island, we were met by a CPO who was very kind and considerate and who gave us some sound, helpful advice. We were then assembled in an auditorium and given a talk by the commanding officer, which we all agreed was very good and very appropriate. His attitude was kind, yet firm, and we old-timers could not help comparing this reception to the one we received in 1919, after spending a similar period in Europe.

I have since visited BuPers and BuShips, and everywhere in Washington I was treated with the utmost consideration.

I feel that the Bureau and the Navy Department in general are doing a wonderful job for the men returning home after a term of foreign duty.

Our treatment created the impression with me—and I am speaking for the others also—that the people at home really appreciate our efforts out there and are doing their utmost to show that appreciation.

I feel that this kind, considerate treatment of returning personnel is of immeasurable value to the morale of the home folks as well as to the men in uniform.—V. D. A., CMoMM.

FUTURE OBLIGATIONS

SIR: (1) Is an enlisted man of the Naval Reserve subject to the orders, rules and regulations of the Navy while on inactive duty and not wearing a uniform? (2) Is it true that naval reservists who have signed only for the duration and six months are subject to further possible Navy duty for 10 years after? (3) Can a naval reservist transfer to the Army at the war's end?—H.S.B., S1c, USNR.

• *(1) In the general course of everyday civilian life, No. However, BuPers Manual sets forth certain obligations that naval reservists on inactive duty must comply with. These are contained in Arts. H-1802, paragraphs (2), (3), (5), (10) and (11), H-1804 and H-1907.*

(2) No. (3) Transfers are not made between the armed services. After honorable discharge from the Navy, however, one would be free to try to enlist in any other branch.—ED.

WHITES FOR CPOs

SIR: I would like to know if there is any ruling providing for the discontinuance of dress white uniforms for CPOs during wartime.—E.B.B. Y1c, USN.

• *There is no such ruling. Dress, white, as described in Uniform Regs, Art. 4-4, is still an authorized uniform.*—ED.

V-12 PRE-MEDICAL

SIR: Please clarify the status of V-12 pre-medical students who, after completing their pre-medical studies, are transferred to V-6 for the interim between V-12 and an appointment to medical school. What are their chances of going to medical school?—J.J.T., PhM2c, USNR.

• *Their chances are good. All such men who are qualified are expected to go to medical school, most of them this year and the remainder, if any, next year. Meanwhile these students are getting valuable experience as hospital corpsmen in Class V-6.*—ED.

CIVILIAN SERVICE EMBLEMS

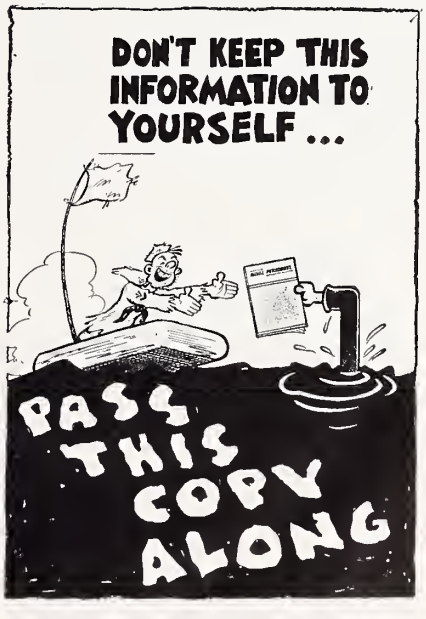
SIR: Your item about the Navy Department's Civilian Service Recognition Emblems (INFORMATION BULLETIN, March 1944, p. 41) says they are given only to civilians employed by the Navy in the continental U. S. and Hawaii. How about those of us up in Alaska?—B.B.

• *Application for emblems may be made through official channels to the commandant of the naval district in which you serve, who may wish to request an exception to the policy from Shore Establishments and Civilian Personnel Division, Code 513, Navy Department, Washington 25, D. C. (See AsstSecNav ltr. SOSED-IE-RDF/dmh dated 10 Jan. 1944 and addressed to all Navy, Marine Corps and Coast Guard activities concerned.) Emblems are awarded only to civilians who are employed directly by the Navy.*—ED.

NAVAL HOUSING

SIR: I am now serving on a shore station, in limited service, as an instructor. Why is it that certain sections of Government housing projects are not set aside for married naval personnel assigned to shore stations? Within this locality it is very hard to find a decent and clean place to live that is near one's station. We are drawing subsistence, but the rent is rather high for the type of place we can get.—N. R. C., QM1c, USN.

• *The Navy recognizes the housing problems existing in the vicinity of many continental shore stations, and every effort is being made to alleviate the needs in this regard. Shortages of manpower and materials make it impossible, however, to take care of every situation fully, without interfering with other phases of the immediate war effort. The Navy has constructed and is operating numerous housing projects to serve naval personnel. Ar-*



rangements have also been made for units in housing projects under the control of other Government authorities and agencies to be made available to naval service personnel and their families. The Navy is also undertaking to establish in selected localities housing for families of transient naval personnel who are temporarily returned from off-shore duty pending their redeparture. For more specific answers, you must go to your local CO.—ED.

PROCEED TIME

SIR: It is my understanding that a reserve officer is not entitled to proceed time in reporting to initial active duty. Is this intended to include an officer who receives his commission and orders to active duty upon his graduation from a midshipman's, NROTC or V-12 school?—C.M., SK1c.

• *No. Such an officer already is on active duty, and his orders would not be orders to initial active duty. He would be entitled to four days proceed time unless his orders stated otherwise.*—ED

AMPHIB INSIGNIA

SIR: I was in the amphibious forces somewhere in the Pacific but now am in a hospital in California. Am I permitted to wear the amphibious forces insignia?—A. J. G., S2c, USNR.

• *You are authorized to wear the amphibious insignia only as long as you are attached to the amphibious forces. Your present CO can tell you whether you were detached from your amphib unit when transferred to the hospital.*—ED.

POST-WAR BENEFITS

• *The* INFORMATION BULLETIN *has received several letters from enlisted personnel of the regular Navy expressing concern that benefits of the Servicemen's Readjustment Act of 1944, known as the G. I. Bill of Rights, and the Mustering-Out Payment Act of 1944 are granted only to reservists and are denied to regulars. Such worries are unfounded.*

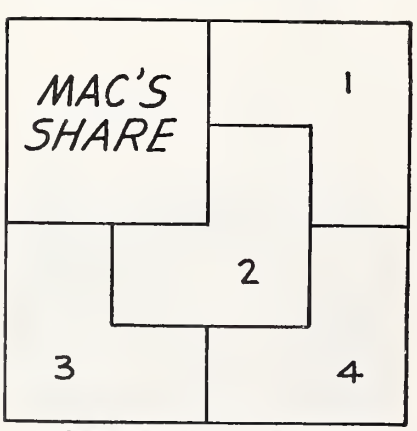
The rights and benefits of the G. I. Bill are granted to "any person who served in the active military or naval service on or after September 16, 1940, and prior to the termination of the present war, and shall have been discharged or released therefrom under conditions other than dishonorable."

The Mustering-Out Payment Act provides that "... each member of the armed forces who shall have been engaged in active service in the present war, and who is discharged or relieved from active service under honorable conditions on or after December 7, 1941, shall be eligible to receive mustering-out payment."—ED.

TEMPORARY SHORE DUTY

SIR: Do five months spent on temporary duty in the U. S., after 22 months overseas, break my eligibility for rotation to shore duty?—H.R.D., ACMM, USN.

• *Yes. When a man eligible for shore duty is assigned to temporary or permanent duty in the U. S., he is given rehabilitation leave. If then returned to sea duty, he must serve another 18 months at sea before becoming eligible for another period of rehabilitation.*—ED.



(Solution to puzzle on page 30)

SHIP IDENTIFICATION

(1) SIR: In the INFORMATION BULLETIN of January 1944, page 24, and again in your May issue, page 48, you ran a picture of an aircraft carrier which you identified as the USS *Saratoga*. It was with some amusement that I noticed that the ship was the USS *Lexington*, lost in the Battle of the Coral Sea. The *Saratoga* has a black vertical stripe on her stack, where the *Lexington* has a black horizontal stripe—or didn't you notice?—J. B. C., 1st Sgt., USMC.

(2) SIR: It has come to the attention of the boat checkers of the Naval Landing Force Equipment Depot, Norfolk, Va., that there is an error in the July 1944 INFORMATION BULLETIN on page 72, where you say that the photograph on the front cover of that issue shows the open bow of an LCV. We find, after making a very thorough check, that the boat is an LCVP.—E. T. N., SK2c; J. H. P., SK3c; J. T. F., BM2c; C. M. C., Cox.; A. O. K., S1c; W. E. T., S1c; E. D. G. Jr., S1c.

(3) SIR: The caption on page 72 of the March 1944 INFORMATION BULLETIN, headed "This Month's Covers," identifies the photograph on the opposite page as showing troops going over the side of a Coast Guard-manned combat transport. While not much of the transport herself shows in the picture, one of the boats loading from her is marked "PA 19-2," indicating that it belongs to the APA 19. I would like to state that the APA 19 is manned by a Navy crew, not Coast Guardsmen—G.C.D'A., SC2c, USN.

• *(1) We were right. The "Saratoga" formerly had a black vertical stripe on her stack, but it wasn't there when our picture of her was taken. (2) You are right: The "P" was inadvertently omitted. (3) You are right—and we were right: The ship is a Coast Guard-manned transport; some of the boats into which she is unloading troops were borrowed to replace those of her own left on the beach in an earlier phase of the operation.*—ED.

NAVAL RESERVE

SIR: (1) Is an enlisted naval reservist, when released from active duty, entitled to travel allowance to the point of his enlistment? (2) Afer victory, will those enlisted reservists released from active duty be considered members of the Naval Reserve on the inactive list? If so, for how long? And is it optional with the man? (3) Are they entitled to a discharge certificate and button? If so, what kind? (4) If a naval reservist remains on the inactive list, what are his obligations? (5) Does he retain his rate? (6) What is the pay for inactive service?—J.J.D., Y1c, USNR.

• *(1) Yes. In accordance with U. S. Navy Travel Instructions, Art. 2503(10)(b), enlisted personnel of the Naval Reserve released or discharged and not recalled to active duty or not reenlisted immediately are entitled to travel allowance to the point of enlistment. (2) After the war and emergency period, reservists whose terms of enlistment as shown in their shipping articles have not expired will be released to inactive duty in the Naval Reserve and, in all probability, will be continued on inactive duty until expiration of their enlistments. Release to inactive duty and retention in the Naval Reserve are not optional with the reservist if his enlistment has not expired. Reservists whose terms of enlistment as shown in their shipping articles have expired—including those on a DOW (duration of war) basis—will be entitled to discharge due to expiration of enlistment after termination of the war and the emergency period. Whether personnel so discharged will be permitted to reenlist in an inactive-duty Reserve status is a matter of policy not yet determined. (3) Reservists released to inactive duty receive release orders which do not constitute a discharge certificate. They are not entitled, under present instructions, to receive the Honorable Service Lapel Button until discharge has been effected. When discharged for expiration of enlistment, a reservist receiving an honorable discharge will be entitled to both the Honorable Discharge Button and the Honorable Service Lapel Button. If he receives a discharge under honorable conditions, he will be entitled to the Honorable Service Lapel Button. (4) Personnel released to inactive duty in the Naval Reserve will be subject to call to active duty in the event of war or an emergency declared by the President any time prior to date of expiration of the term of enlistment stated in their shipping articles. (5) Yes. (6) Members of the Naval Reserve (other than Fleet Reserve of the 16 and 20-year classes) receive pay only while on active duty or training duty.*—ED.

CITIZENSHIP FOR ALIEN WIVES

SIR: If an American citizen in the armed forces marries an alien girl in a foreign country, does she automatically become an American citizen?—J. L. P., SoM2c, USNR.

• *No. She must go through the processes prescribed for naturalization. Alnav 144-42 requires the consent of the area commander for such marriages.*—ED.

ARMED SERVICES EDITIONS

SIR: I've heard much about the Armed Services Editions sponsored by the Council of Books in Wartime and distributed by BuPers to the Navy. May these books be purchased by enlisted personnel stationed in the U. S.?—R. G. N., S2c, USNR.

• *No. The books are for distribution only—not for sale—to naval activities outside the continental limits (see page 00).*—ED.

HOSPITAL SHIPS

SIR: On page 23 of the March 1944 INFORMATION BULLETIN is a photograph of the USS *Solace* with the caption, "USS *Solace*, veteran of Pearl Harbor and other battles." With full awareness of the heroic and life-saving role she is playing, I am sure you do not intend the implication that her staff and crew are battle veterans in the sense that they can earn engagement stars for duty aboard her.—F.B., Lt. Comdr., USNR.

• *You are right in that hospital ships, by international agreement, are not subject to attack or permitted to attack another vessel. Therefore, under ordinary circumstances men aboard a hospital ship could not earn engagement stars for their campaign area ribbons, nor could such a ship be called a battle veteran. The* Solace, *however, was under attack at Pearl Harbor and personnel aboard her at the time have earned engagement stars. Under similar circumstances personnel of any hospital ship could become eligible for stars.*—ED.

Answers to Quiz on Page 31

1. CVEs on merchant ship hulls, CVLs on cruiser hulls.
2. True.
3. John Paul Jones.
4. Yes. In 1795 the Zuider Zee was frozen solid, and the Netherlands fleet, iccbound on the roadstead of the Texel, was captured by the French cavalry which galloped over the ice and surrounded the fleet.
5. (c).
6. Kwajalein.
7. Yes. A commodore's flag is a burgee pennant while an admiral's flag is rectangular.
8. Port. When entering a channel from seaward, buoys marking the righthand side of the channel are red and even numbered, while those marking the lefthand side are black and odd numbered.
9. (1) August 1943; (2) October 1942; (3) January 1942; (4) October 1942; (5) May 1942.
10. No. "Ash Breeze" is a term meaning no wind, requiring a sailing vessel to resort to the use of oars.
11. (c).
12. A makeshift rig.
13. (b).
14. For territories and insular possessions of the United States.
15. Amphibious.
16. Top, Navy's F6F Hellcat; bottom, Army's P-47 Thunderbolt.
17. Capt. Charles V. Gridley, USN, commanding officer of Admiral Dewey's flagship, the USS *Olympia*.
18. (a).
19. (1) Island in the Marianas, west of Guam; (2) town on We Island, off the northern tip of Sumatra; (3) point on the northwest coast of Dutch New Guinea.
20. (1) Six feet; (2) a short length of chain, usually of 15 fathoms; (3) 100 fathoms.

THE BULLETIN BOARD

POSTING MATTERS OF PARTICULAR INTEREST AND IMPORTANCE TO NAVAL PERSONNEL

HOW AND WHEN YOU MAY VOTE (X)

The Servicemen's Voting Law (Public Law 277—78th Congress) provides "*there shall be delivered*" to each eligible person a postcard (USWBC Form No. 1) not later than 15 August outside the United States, and not later than 15 September inside the United States.

The Navy Department defines an eligible person as any citizen who is a member of the armed forces of the United States, the Merchant Marine, or of the American Red Cross, the Society of Friends, the Women's Auxiliary Service Pilots or the United Service Organization if attached to and serving with the armed forces and who will be 21 years old on 7 Nov. 1944 (18 for citizens of Georgia).

This distribution of postcard applications for state absentee ballots has taken place throughout the world wherever a United States naval unit is located. However, in the event that an eligible serviceman has not received, for any reason, a postcard application for a state absentee ballot, he should immediately notify the voting officer of his unit, and one will be furnished by him. The mailing of this postcard application properly executed and addressed to the secretary of state (state capital) of the voter's home state will set in motion the machinery for delivery to the serviceman of a state absentee ballot (South Carolina has no provision for honoring postcard applications for state absentee ballots). Upon receipt of the state absentee ballot, the serviceman can then cast a vote for candidates of his choice for every office for which a state election is being held, including the offices of the President and Vice President, Senator and Representative in Congress. Prompt attention therefore to the mailing of the postcard application may still provide an opportunity to the serviceman to vote a complete state absentee ballot, as the Navy Department is making available through the world every facility for airmail delivery of postcard applications for state absentee ballots and for return of the state absentee ballot to the voter.

In addition, as supplementary to the state absentee voting procedures, the Servicemen's Voting Law provides for a Federal ballot to be used under certain circumstances when the state absentee ballot has not been received by the serviceman voter. This Federal ballot contains spaces for writing in the names of the candidates for President, Senator and Representative in Congress for whom the voter desires to vote in the election. However, this Federal ballot will only be furnished an eligible person OUTSIDE THE UNITED STATES who will state on oath that he did, prior to 1 September, make an application for a state absentee ballot but as of 1 October had not received the state absentee ballot, provided he is a resident of one of the following twenty states:

CALIFORNIA	NEW JERSEY
CONNECTICUT	NEW MEXICO
*FLORIDA	NORTH CAROLINA
**GEORGIA	OKLAHOMA
MAINE	OREGON
MARYLAND	RHODE ISLAND
MASSACHUSETTS	TEXAS
MICHIGAN	UTAH
NEBRASKA	VERMONT
NEW HAMPSHIRE	WASHINGTON

* Florida authorizes use of Federal ballot only by members of armed forces, women air force service pilots and merchant marine.

** Georgia authorizes use of Federal ballot only by members of armed forces.

There can be no voting by the Federal ballot under any circumstances inside the United States. There can be no voting of the Federal ballot prior to 2 October.

There have been instances where personnel by mistake have been furnished and have executed a Federal ballot prior to 2 October, but such ballot is unlawful and will not be honored by the states. However, eligible personnel who have so voted are entitled, under a ruling by the Judge Advocate General of the Navy, under date of 29 July 1944, to be furnished by their voting officer a Federal ballot if OUTSIDE THE UNITED STATES AT THE PROPER TIME AND UPON MAKING THE PROPER OATH.

General instructions to all voters:

(1) Vote your ballot in secret.

(2) The serviceman upon receipt of his state absentee ballot should execute it exactly in accordance with instructions accompanying it and return it at once to the proper state official.

(3) In voting by Federal ballot consult Navy Department Poster Number 3 and ascertain your congressional district.

(4) In voting by Federal ballot be sure to consult the lists of candidates and their parties for President and Vice President, and for Senator and Representative in Congress (see Navy Department Poster No. 4).

(5) Follow carefully instructions and voting procedure which appear on the top of the Federal ballot.

(6) PRINT OR WRITE PLAINLY WHEN YOU ARE REQUIRED TO DO SO.

(7) Refer to the detailed graphic description on voting by Federal ballot set forth in Navy Department Voting Poster No. 5 (see pages 18-19).

Payment of Allotments Best Insurance Insurance

So that there may be no question as to the validity of their insurance because of non-payment of premiums, naval personnel whose amount of pay might indicate at any time that allotment deductions are no longer being made to cover insurance premiums, or (in the case of new insurance) have not been started, are urged to check with their disbursing officer immediately, in order to insure that allotments have been registered (or reregistered in case of stoppage) and deductions are being made from their pay to cover insurance premiums.

A number of men have died in the service without any active insurance allotments. In investigating these cases, the Allotment Division, Field Branch, BuS&A, discovered that in some cases insurance allotments had been stopped for some reason and never reopened.

The most frequent reasons for stoppage of insurance allotments are AOL, AWOL, desertion and indebtedness. In every such case the allotment should have been reregistered by the insured person on his return to a pay status at a later date. There is also the possibility that, through error, insurance allotment deductions may not be carried forward from the old pay account when a new one was opened at the end of the semiannual period or on change in pay groups as from enlisted to officer status.

THE BULLETIN BOARD

Discharged Personnel May Get Special Reduced Fare for Railroad Travel

Military personnel traveling at their own expense upon discharge, retirement or release from active duty in the Army, Navy, Marine Corps or Coast Guard, *and who are not entitled to travel on transportation requests*, may obtain specially reduced one-way fares under a new arrangement which became effective 1 September.

The tickets are sold at the rate of about 1¼ cents per mile, are good for travel in coaches only and authorize the usual free checkable baggage allowance and stop-over privilege enroute.

Tickets are sold only from place of discharge, retirement or release (or an intermediate point) to home or place of enlistment or induction, or place of employment in the U. S. or Canada to which the person desires to travel.

Tickets are issued upon presentation of a properly executed form of "Identification Dischargee Certificate," issued by the railroads, which must be presented with 30 days of separation from the service. An initial supply of these certificates is being forwarded by BuPers to commandants of naval districts within the U. S. for use and further distribution to activities within their district, and additional supplies may be requested from the Bureau when needed. (Details in N.D.B., 31 August 1944.)



THE CONDENSER (NTS, CHICAGO)

"My gawd! Ma sent my sweater by V-mail!"

Extra Gas Authorized For Personnel on Leave

In an order effective 25 July 1944, OPA made available to naval personnel on leave 72 hours or more a special gasoline ration of one gallon for each day of leave up to a maximum of 30 gallons.

Ration currency may be obtained from local OPA boards upon presentation of the original copy of leave papers. Application should be made to a local board in the community where the automobile to be driven is located and should be accompanied by satisfactory evidence of the identity of the automobile the applicant intends to use.

Personnel traveling under official travel orders which authorize delay enroute, to be charged against annual leave, may present their travel orders in lieu of leave papers.

The OPA order was announced by Alnav 137-44, 22 July 1944.

Personnel Going Overseas Urged to Open Joint Bank Account in United States

Naval, Marine Corps and Coast Guard personnel who are ordered overseas are urged by SecNav, in a letter to all ships and stations on 8 August, to consider the advisability of establishing a joint or beneficiary bank account in a savings or commercial bank in the U. S.

This is suggested because, in numerous instances, individuals overseas, chiefly unmarried men, have desired to deposit funds in a bank in the U. S., but were unable to do so because no bank account had been established previously.

Unless an account has been opened in a bank prior to the time funds are to be sent, allotments cannot be paid to banks for credit to the account of a dependent for support, or for credit to the account of the grantor for savings, nor can remittances be made under the Navy Personal Remittance Service to a bank for credit to the account of the remitter or some other beneficiary.

Name and address of the bank and the full title and number of the account should be kept by the individual for ready reference, as this information is necessary in order to assure that remittances or allotments of funds are paid to the proper accounts. It is recommended that this information be written on the Personal Pay Memorandum (S&A Form 504). It is normally not necessary to forward a savings account pass book to the bank whenever a payment is made to the bank.

Personnel on Leave From Civilian Jobs Urged to Keep In Touch With Employer

It has been brought to the attention of BuPers that certain civilian industries whose employees are now on military leave to serve in the armed forces desire up-to-date information regarding the whereabouts and qualifications of their employees. This information is desired in connection with proposed plans for reemploying military personnel in industry in the postwar period.

It is recommended that all naval personnel who are on military leave from civilian positions communicate periodically with their employers, informing them of any change of address or change in qualifications for postwar employment. It is believed that the receipt of this information will be a great aid to employers in postwar planning to reabsorb their former employees when they have been discharged from service.

Employers who to date have requested information are:

Lockheed Aircraft Corporation.

Selection Board Meeting on Promotion of Lieutenants

Names of lieutenants of the regular Navy and Naval Reserve with both date of rank and continuous active duty in that grade since 1 Oct. 1942 or earlier are being considered by selection boards for promotion to lieutenant commander. The work of these boards is expected to be completed by late September.

Boards will be convened in September to recommend lieutenant commanders of the Naval Reserve for promotion to the next highest grade.

Revised 'Personal Affairs' Pamphlet Being Sent to All Ships and Stations

A complete revision of the pamphlet "Personal Affairs of Naval Personnel and Aid for Their Dependents" is being made and will be sent to all ships and stations in sufficient quantities to provide for distribution of one copy for every 10 officers and enlisted personnel. The revision, which supersedes in their entirety both the original pamphlet and its supplement, contains considerable information of direct interest to the individual. Its reading is recommended to all officers and enlisted men and women.

(Details in BuPers Circ. Ltr. 229-44, N. D. B., 15 Aug. 1944, 44-934.)

THE BULLETIN BOARD

Property of Servicemen Not Taxable in Places Of Temporary Residence

An intepretation of the recent act of Congress to prevent members of the armed forces from being subjected to tax upon their personal property in any place other than that of their permanent residence or home (INFORMATION BULLETIN, August 1944, p. 26) has been issued by the Office of the Judge Advocate General of the Navy in a circular letter to all ships and stations.

The new law, which was signed by the President on 3 July 1944 as Public Act No. 415, 78th Congress, amends Sec. 514 of the Soldiers' and Sailors' Relief Act to provide that personal property of persons in military service shall not be subjected to taxation in any state, territory, possession or political subdivision or in the District of Columbia, if other than their permanent home, by reason of their residence or location in such place in compliance with military or naval orders. (Whether or not this property is taxable by the jurisdiction from which it was removed depends upon the law of that jurisdiction.)

The term "personal property," according to JAG's letter (N. D. B., 31 July, 44-867) includes such tangible property as household furniture, books, jewelry, precious stones, silverware, automobiles, motorcycles, aircraft, boats, radios, tools, farm implements, sporting goods, guns, domestic animals, etc. It also includes such intangible property as stocks, bonds, notes, credits, mortgages, accounts receivable and cash.

The term "taxation" as used in the amendment includes, but is not limited to, licenses, fees or other excises imposed in respect to motor vehicles or their use, providing that the license, fee or excise required by the state, territory or possession (including District of Columbia) in which the person is a resident or in which he is domiciled (his permanent home) has been paid. It also includes such taxes as intangibles tax, solvent credits tax, tax on bank deposits, etc.

The amendment does not provide for the crediting or refund of any tax paid prior to 3 July 1944 on tangible personal property, including motor vehicle taxes. It does provide, however, that there shall be no restriction upon the states, etc., from imposing a tax in respect to personal property used in or arising from a trade or business, if jurisdiction is otherwise present.

JAG's letter cites, as an illustration, this case:

A naval officer whose home is in Illinois is directed to report for duty in Washington, D. C. Upon reporting he leases an apartment for himself and family in Arlington, Va. He moves all his household furniture and his car to Arlington. Neither the Commonwealth of Virginia nor any of its political subdivisions can impose a tax upon this personal property.

If, however, he subsequently decides to register his automobile in Virginia and, in order to do so, is required to pay a personal property tax as a condition to obtaining license plates, or if subsequent to registration, Virginia demands payment of a personal property tax upon the car, then such tax would have to be paid and nothing in the amendment would prevent Virginia from collecting any amount due. In such case, he has voluntary conferred upon Virginia jurisdiction to impose a personal property tax upon his car, but upon no other personal property.

JAG calls attention of personnel of the Navy, Marine Corps and Coast Guard to the fact that under this amendment a motor vehicle owned by a person in the service can be registered either at the place of his permanent home or at the place of his station. The applicable tax or fee must be paid in the state where the vehicle is registered and, when so paid, no such tax or fee need by paid in the other state.



M-1 and M-2 Men to be Changed to Class V-6

Naval reservists in Merchant Marine Reserve classes M-1 (enlisted men procured for service in seagoing vessels or in training for such service) and M-2 (enlisted men with salvage or seagoing experience procured for service in the local defense forces or for salvage work) on active duty will be changed to class V-6 of the Naval Reserve, under a current BuPers directive.

Effective upon their call to active duty, the reservists of M-1 and M-2 now on inactive duty also will be changed to V-6. (Details in BuPers Circ. Ltr. 224-44, N. D. B., 15 Aug. 1944, 44-931).

Department of Agriculture Lists Souvenirs Not Barred By Quarantine Restrictions

In response to many requests for information concerning quarantine restrictions on imports, the Department of Agriculture has listed certain popular items which may be accepted from naval personnel overseas for mailing to continental U. S.

These items, against which there are no prohibitions, are:

- Wood carvings and similar curios, grass skirts, baskets, reed work, or other similar articles manufactured of dried grasses and kindred materials, provided they are not made of rice straw.
- Dead dried insects or insects in preservative.
- Pressed and dried plants for herbarium or botanical specimens, provided they no not include rice straw or unprocessed cotton.
- Plant material in preservative.

The Department also advised, with respect to packing materials, that excelsior, shavings, paper, ground cork, peat and many other similar packing materials may be used in lieu of prohibited raw cotton and rice straw, that fresh coffee berries are included among the fresh fruits which are prohibited, and that mango seeds are prohibited from all localities except the Americas and the West Indies.

These regulations are contained in a letter to all ships and stations from the Office of the Chief of Naval Operations (N.D.B., 31 July 1944, 44-865). CNO has requested that COs advise all Navy, Coast Guard and Marine Corps personnel, especially Navy postoffice personnel, of the contents of the letter.

THE BULLETIN BOARD

Veterans Administration Issues Rules On Educational Provisions of 'GI Bill'

The Veterans Administration has issued preliminary instructions setting up procedure to handle the educational provisions of the "GI Bill of Rights" (Servicemen's Readjustment Act of 1944, Title II, approved 22 June 1944).

All men and women of the armed forces who meet three basic requirements are eligible for a refresher or retraining course not to exceed one year at an approved educational institution of their own choice. These three requirements are:

- Active military or naval service on or after 16 Sept. 1940 and prior to termination of the present war.
- Discharge or release from active service under conditions other than dishonorable.
- Service of 90 days or more, exclusive of any period assigned for a course of education or training under the Army specialized training program or the Navy college training program, which course was a continuation of a civilian course and was pursued to completion, or the time he was assigned as a cadet or midshipman at one of the service academies; or, if less than 90 days, that he shall have been discharged or released from active service by reason of an actual service-incurred injury or disability. The 90 days or less service need not all be within the period from 16 Sept. 1940 to the end of the war, but may include service extending into or beyond that period.

A second class of eligibles are those who meet the above qualifications and whose education has been impeded, delayed, interrupted or interfered with by reason of entrance into the service. Any person who was not over 25 years of age at the time of entering service is placed in this category if he or she entered service after 15 Sept. 1940. A person over 25 at the time of entering service must submit satisfactory evidence that his education or training was disrupted.

This second class is eligible for either a one-year refresher or retraining course in the same way as all veterans meeting the three general requirements listed above *or* for a one-year education or training course and, upon satisfactory completion of such course, an additional period of education or training not to exceed the time in active service on or after 16 Sept. 1940 and before the end of the war. This will be exclusive of any period assigned for a course of education or training under the Army specialized training program or the Navy college training program, which course was a continuation of a civilian course and was pursued to completion, or as a cadet or midshipman at one of the service academies.

This additional period of education or training is dependent also on the veteran's work continuing to be satisfactory throughout the period according to the regularly prescribed standards and practices of the institution. The total period of education or training is limited to four years. Whenever the additional period of instruction ends during a quarter or semester, after a major part of the quarter or semester has expired, however, the period of instruction will be extended to the end of the unexpired term.

Other features of the "GI Bill" education procedure, as outlined by the Veterans Administration, are:

"APPLICATION. Any person . . . who believes that he may qualify under the eligibility provisions may file an application, using the prescribed form, with the regional office of the Veterans Administration where his C-folder (containing this and any other claims for benefits he may file, present and future) is now located or with the regional office of the Veterans Administration in the state in which the approved educational or training institution which he has selected is located, or with the approved educational or training institution which he has selected, provided it is promptly forwarded by the institution to the regional office of the Veterans Administration in the territory in which the institution is located. An application filed before the date of approval (22 June 1944) of Public No. 346, 78th Congress, may not be accepted as a claim under that Act.

"ELECTION OF COURSE. Any person who meets the eligibility requirements is entitled to such course of education or training or refresher or retraining course as he may elect. For reasons satisfactory to the [Veterans Administration] manager, a veteran may change a course of instruction. Any such course of education or training may be discontinued at any time by the Veterans Administration if it is found by the manager that according to the regularly prescribed standards and practices of the institution conduct or progress of the veteran is unsatisfactory.

"SELECTION OF APPROVED EDUCATIONAL OR TRAINING INSTITUTION. Any person who meets the eligibility requirements is entitled *to choose* any approved educational or training institution whether or not located in the state in which he resides which will accept or retain him as a student or trainee in any field or branch of knowledge which such institution finds him qualified to undertake or pursue. . . .

"PAYMENTS TO TRAINEES AND EDUCATIONAL OR TRAINING INSTITUTIONS:

"(A) While enrolled in and pursuing a course of training a person declared eligible shall, upon application to the Veterans Administration, be paid a subsistence allowance of $50 per month if without a dependent or dependents, or $75 per month if he has a dependent or dependents, including regular holidays and leave not exceeding thirty days a calendar year. A person attending a course on a part-time basis and a person receiving compensation for productive labor performed as part of his apprentice or other training on the job at institutions, business or other establishments shall be entitled to receive such lesser sums, if any, as subsistence or dependency allowances, as may be determined by the Administrator, provided that any such person eligible under this law and within the limitations thereof may pursue such full-time or part-time course or courses as he may elect without subsistence allowance. The term 'dependent or dependents' means those persons recognized as such under Public No. 2, 73d Congress, as amended.



Shot and Shell (NAD, Hingham, Mass.)

"We'll have to do something about Kinney — he's just signed up for another hitch!"

THE BULLETIN BOARD

"(B) The manager shall authorize payment to the educational or training institution for each person enrolled in a full-time or part-time course of education or training the established cost of tuition and such laboratory, library, health, infirmary and other similar fees as are customarily charged and may pay for books, supplies, equipment and other necessary expenses, exclusive of board, lodging, other living expenses and travel as are generally required for the successful pursuit and completion of the course by other students in the institution, provided that in no event shall such payments with respect to any person exceed $500 for an ordinary school year and provided further that no payments shall be made to institutions, business or other establishments furnishing apprentice training on the job.

"(C) The effective date of payment to the veteran and the institution shall be the date the veteran commences training. For veterans who are now pursuing courses which are continued as training under this law, the effective date shall be the date, after the approval of this Act, the application or informal application is received at the regional office of the Veterans Administration or at the approved educational or training institution, if the application is forwarded promptly to the Veterans Administration.

"(D) The effective date of discontinuance of payment to the veteran and the institution shall be the date the veteran completes his educational or training course or the veteran discontinues or is discontinued from his course of training, except that if the course ends during a month the subsistence allowance may be paid for that month. . . .

"TRANSPORTATION, MEALS AND LODGING. The Servicemen's Readjustment Act of 1944 does not authorize the payment of transportation, meals and lodging expenses in connection with training under this law."

Instructions Issued for Implementing 'GI Bill'

Regulations for implementing certain sections of the Servicemen's Readjustment Act of 1944 ("GI Bill of Rights") have been promulgated by the Secretary of War and the Secretary of the Navy jointly with the Administrator of Veterans Affairs. The regulations, and instructions for complying with them, are contained in a SecNav letter to all ships and stations (N.D.B., 31 Aug. 1944).

Under the "GI Bill" the Administrator of Veterans Affairs is authorized to place certain officials and employes, including paid full-time accredited representatives of recognized veterans or national organizations, in Army and Navy installations, to cooperate with military officials in giving aid and advice to members of the Army and Navy about to be discharged or released from active service. The joint regulations define the status and functions of such officials.

Responsibility for coordinating these activities and services is delegated, at naval installations, to the officer designated to administer the civil readjustment program, and at Marine Corps activities, to the Rehabilitation Officer.

The SecNav latter also encloses instructions from the Retraining and Reemployment Administration requiring that the Army and Navy, "at the time of discharge, advise persons who are leaving the services and . . . provide them with printed information as to their rights and benefits." Details of some of the ways in which the Navy is providing this information were contained in the article, "Paving the Road Back," in the August 1944 issue of the INFORMATION BULLETIN, page 2.

New Procedure Expedites Return to Duty of Hospitalized Officers

When a board of medical survey finds fit for duty a naval officer who is still attached to a station within the locality of his hospital, the officer will be discharged from the sick list and directed to resume his duties when the survey has been signed by the medical officer in command.

This is provided in BuPers Circ. Ltr. 211-44 (N.D.B., 31 July 1944, 44-874), issued as an addition to BuPers Circ. Ltr. 133-44 (N.D.B., 15 May 1944, 44-568). The latter provided that officers found fit for duty following hospitalization be assigned temporarily to the naval activity in which the hospital where they were treated is located, pending permanent duty orders from BuPers.

The new provision was issued in order to expedite the return to duty of local station officers who in some cases had been held in naval hospitals as patients pending final approval of the reports of boards of medical survey by BuPers upon recommendation of BuMed.

Revised Procedure Provides 5 Characters of Discharge

A number of revisions have been made in Navy discharge procedure and are now in effect.

Five characters of discharge (the word "character" is used instead of "type") are now being issued: honorable, under honorable conditions, undesirable, bad conduct and dishonorable.

Formerly, the certificate of discharge under honorable conditions contained an entry for indicating the "character of discharge," followed by the word "good" or "indifferent," as warranted by the record of the individual. Such entry has been removed from the certificate, and the character of discharge in all such cases in the future will be "under honorable conditions." On the reverse side of the certificate, the entries "reason for discharge," "final mark" and "is recommended for reenlistment" have been deleted. This revision was considered desirable inasmuch as it removed entries that might be considered prejudicial to the interests of the individual.

The new discharge procedure also authorizes the issuance of an honorable discharge to personnel discharged by reason of a diasability which existed prior to enlistment, provided the disability is discovered subsequent to completion of recruit training and was not concealed at the time of enlistment or induction, and further provided that sufficiently high marks are maintained in conduct and proficiency.

(Details in BuPers Manual Circ. Ltr. 42-44, N. D. B., 31 July 1944, 44-881).



Mainsheet (NTC, Bainbridge, Md.)

"How about a date, Kiddo?"

THE BULLETIN BOARD

What Every Navy Man Abroad Should Tell His Friends & Family About Christmas Mail

Last year 7,841,000 Christmas parcels were mailed to naval personnel stationed outside the continental limits of the United States. This year an estimated 25 million will be sent. To insure delivery intact and in time, the Postal Affairs Section of Naval Communications has announced simple regulations for the mailing of gifts. If you are overseas, pass this information on to your family and friends at home; if you are in the U. S. and wish to send packages overseas, the following rules will apply to you:

- Mail parcels between 15 September and 15 October.
- Wrap securely.
- Be sure packages do not weigh more than 5 pounds and are not larger than 15 inches in length and 36 inches in length and girth combined.
- Address correctly.
- Don't send perishables or material prohibited by law.

Navy Christmas packages will go to every ship, every outpost, every beachhead where naval personnel are stationed. They travel through a variety of climates by truck, train, plane, ship, perhaps even reindeer. They may be handled innumerable times before they reach their destination. That is why the utmost care must be taken in packing and wrapping.

Gifts should be packed in boxes of metal, wood, solid fiberboard or strong, doublefaced corrugated fiberboard reinforced with gummed paper tape or tied with strong twine, or both. As an added precaution against the outside wrapper becoming damaged, a tag should be placed inside with the address repeated and a listing of the items contained in the parcel.

Packages will not be accepted by the post office if they do not conform to size and weight requirements.

Addresses on parcels must be legible and typewritten or written in ink. Copies of saleslips should not be used as address labels. Packages for naval personnel should show, in addition to the name and address of the sender, the name, rank and rating of the addressee and the naval unit to which he is assigned. Inscriptions such as "Merry Christmas," "Please Do Not Open Until Christmas," etc., may be placed on the covering of the package if they don't interfere with the address. Stickers or labels resembling postage stamps are not permissible on the outside wrapping. No requests from addressees are required for gifts mailed during the prescribed period.



"You'd think she'd at least been thoughtful enough to address it wrong."

Selection of the gift is important. Perishables and material of a fragile nature should not be sent. The best gift is one that will be in a functioning condition upon receipt. The most beautiful basket of fruit may be garbage by the time it reaches its destination. Sacks of parcels may travel in a hold of a ship where the temperature often reaches 120 degrees.

Although overseas personnel do not have specific limitations concerning time of mailing or size and weight of gifts sent home, they, the same as persons sending presents overseas, are prohibited by law from mailing intoxicants, inflammable materials (including matches of all kinds and lighter fluid) and poisons or compositions which may kill or injure anyone or cause damage to other mail. Persons who send these articles are subject to criminal prosecution.

Don't try to camouflage prohibited articles. If the elements don't catch up with you, the postal authorities will. Last year someone attempted to conceal a bottle of whiskey in a loaf of Vienna bread. The broken bottle was found by a mail specialist who detected an "unusual" odor seeping through the wrapping. In the same package was a pocket edition book entitled "Here's Reading You'll Enjoy." Needless to say, neither book nor bottle was enjoyed.

Size of Parcels Mailed To Personnel Overseas Is Further Restricted

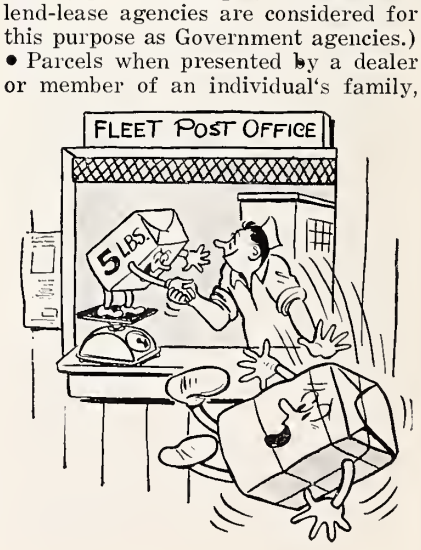
The weight and size of ordinary parcels mailed to personnel of the United States Navy, Marine Corps, and Coast Guard overseas are limited to 5 pounds and to 15 inches in length, or 36 inches in length and girth combined.

The Postmaster General by Order 25132 dated June 28, 1944, reduced the limits of *size* for parcels coming within the exceptions referred to below from a maximum length of 84 inches, and 100 inches in length and girth combined to 30 inches in length and 82 inches in length and girth combined.

These reductions became necessary to permit of these parcels being inclosed in mail sacks instead of transporting them as separate (outside) pieces, exposing them to the elements of weather with consequent obliteration of the address and the possibility of security being compromised.

The *exceptions* to which this order of the Postmaster General refers are:

- Parcels addressed to a naval, Marine Corps or Coast Guard officer at a ship or station overseas by official title, in cases where the mailer exhibits an order or request showing that the parcel is intended for use of the United States and is mailed pursuant to a bona fide order or contract or the parcel is accompanied by a certification signed by the mailer that the shipment is for use of the United States, or an allied government, and in response to a bona fide Government order or contract. (Ship's service stores, post exchanges, canteens and lend-lease agencies are considered for this purpose as Government agencies.)
- Parcels when presented by a dealer or member of an individual's family,



THE BULLETIN BOARD



"Anybody here named Smith?"

provided the mailer declares that the contents consist only of military clothing or equipment and exhibits an order or request of the member to whom the shipment is addressed, or the parcel is accompanied with a certification signed by the mailer that the shipment is in response to a bona fide order or request from the member of the Navy, Marine Corps or Coast Guard to whom it is addressed and that the parcel contains only military clothing or equipment.

• Parcels containing books, when presented by a publisher, dealer or member of an individual's family, provided the parcel is accompanied by a certification signed by the mailer that the shipment contains only medical or other technical books and is in response to a bona fide order or request from the member to whom it is addressed, together with a statement from his CO that the shipment is essential for the duties of the addresee.

• Single copies of publications of the second class weighing more than five pounds, when presented by publishers or news agents, provided the publications are of a technical or scientific nature and are sent in response to a bona fide subscription.

• Parcels when presented by a member of the individual's family, provided the mailer presents with the shipment an order or request of the member whom the shipment is addressed and a statement from his CO that the shipment is essential for the morale of the member or others in his command.

Those exceptions and the new restrictions are contained in N. D. B., 31 July 1944, 44-858.

New System of Addresses Established for Personnel Traveling Under Orders

CNO has set up a new system of addresses to expedite the handling of personal mail for drafts of personnel ordered overseas and, in effect, has established a general delivery service at the New York and San Francisco FPOs for others traveling under orders whose destination is unknown or uncertain.

Each draft is assigned the usual serial number (preceded by the name of the station of origin) and all personnel in it will be informed that is their mail address followed by the proper FPO. For example, Draft No. 2113, composed of 1,000 men, is ordered from Bainbridge, Md., to the USS *Bobolink*, FFT ComServPac. The mail address would be:

Full name (rank or rate)
(Bainbridge Draft 2113)
Fleet Post Office
San Francisco, Calif.

The same general method applies for individual officers or enlisted personnel under orders. In cases where a draft number is not assigned, mail should be addressed in this manner:

For an officer:

Captain John Henry Smith, USN
(Under Orders)
Fleet Post Office
San Francisco, Calif.

For an enlisted man:

John Smith Brown, Cox., USNR.
(Under Orders)
Fleet Post Office
San Francisco, Calif.

Personnel to whom mail is addressed in this way may call in person at the FPO for it or communicate a change of address directly to the Officer-in-Charge, FPO, by telephone, telegram, letter or any other recognized form of communication. No mail will be handled in this manner unless clearly marked, "Under Orders."

For details, see CNO letter to all ships and statians (N.D.B., 15 Aug. 1944, 44-917).

Proper Method Is Given For Addressing Mail to Crash-Boat Personnel

Revised instructions have been issued for addressing mail to personnel assigned to Navy crash boats, in order to avert difficulties caused by personnel using as their address merely the hull number of the boat, c/o FPO, New York or San Francisco.

Because it is impracticable to maintain a record of the locations of boats of this class, the use of the hull number and FPO address has caused many complaints and considerable needless work in effecting delivery of mail.

The proper mail address of this type of craft is the hull number of the boat plus the activity to which attached or the Navy number of the base from which it operates.

An example of the correct address is:

J. L. Jones, MoMM2c
C-1075
Acorn 15
c/o Fleet Post Office
New York, N. Y.

In the case of the LCC, LCC(1), and LCC(2) boats, the class designation should precede the hull number, such as LCC(1) 1475.

COs of all activities to which crash boats are attached have been directed by CNO to instruct all personnel assigned to these boats as to their correct mailing address.

(Details in N. D. B., 15 Aug. 1944, 44-918).

Men Wounded in Kearny Eligible for Purple Heart

Torpedoing of USS *Kearny* on 17 Oct. 1941, while escorting an Atlantic convoy, was an "enemy act," according to a recent decision by the Judge Advocate General of the Navy, for purposes of awarding the Purple Heart to personnel wounded in the destroyer's engagement with a German submarine. Though the action occurred almost two months before declaration of war, JAG ruled, the U-boat was an "enemy" vessel in accordance with law as well as military usage.

Arrangements Made for Payments to Dependents In Occupied China

Arrangements have been made with the Bank of China to transmit payments of family allowances or allotments to the Chungking Branch for the accounts of Navy dependents residing in unoccupied China. Disbursing officers with enlisted men having any dependents residing in unoccupied China should contact the Field Branch, BuS&A, Cleveland 15, Ohio, for instructions in handling these cases, advising the number of men concerned.

THE BULLETIN BOARD

EFM Stock Texts Increased to 237 For Greater Flexibility in Overseas Messages

Standard numbered texts for Expeditionary Force Messages have been increased from 105 to 237 and now cover almost every common request, congratulation, greeting and message.

The new EFM stock texts were developed largely by the British with the Navy and War Departments cooperating.

EFMs are carried by commercial cable and radio channels between most Allied-controlled parts of the world at a standard charge of 60 cents plus tax, which varies according to the nation in which the message is received.

Service personnel afloat, or stationed overseas where there are no commercial facilities, may send EFMs via their communications officers, who will route them to transmitting points in the most expeditious manner. They may also be sent by relatives or friends in the U. S. to all land-based service personnel overseas and to personnel in certain land-based mobile units.

Following is a complete list of EFM texts arranged according to general subject matter, an "N" before the number indicating those which are new:

Correspondence

1. Letter received. Many thanks.
2. Letters received. Many thanks.
3. Telegram received. Many thanks.
4. Parcel received. Many thanks.
5. Parcels received. Many thanks.
6. Letters and parcels received. Many thanks.
7. Letter and telegram received. Many thanks.
8. Telegram and parcels received. Many thanks.
9. Letters sent.
10. Parcels sent.
11. Letters and parcels sent.
12. Many thanks for letter.
13. Many thanks for parcel.
14. Many thanks for telegram.
15. No news of you for some time.
16. Writing.
17. Urgent.
18. Please write or telegraph.
19. Please write.
20. Please telegraph.
21. Please reply, Worried.

N22. Airgraph letter received. Many thanks.
N23. Letters arriving regularly.
N24. Have you received letters.
N25. Your letters not received.
N139. Your telegram not received.
N144. Please address letters home.
N145. Have you received telegram.
N146. No parcel for some time.
N147. Write same address.
N148. Parcel sent.
N149. Writing regularly.
N150. Your parcels not received.
N151. Have you received parcel.
N301. Writing in detail.
N302. Letter you mentioned not received.
N303. Parcel was just what I wanted. Many thanks.
N304. Letters coming in fine.
N305. Send me love by V-mail.
N306. Received your nice letter.
N307. Tell ———— to write. (Name to be inserted.)
N308. V-mail letter received. Many thanks.

Greetings

26. Greetings.
27. Love greetings.
28. Fondest greetings.
29. Love.
30. Darling.
31. All my love.
32. All my love dearest.
33. All our love.
34. Fondest love.
35. Fondest love darling.
36. Best wishes.
37. Greetings from us all.
38. Loving greetings from all of us.
39. Best wishes from all of us.
40. Fondest wishes from all of us.
41. Best wishes and good health.
42. Kisses.
43. Love and kisses.
44. Fondest love and kisses.
47. Best wishes for Christmas.
48. Best wishes for Christmas and New Year.
49. Loving wishes for Christmas.
50. Loving wishes for Christmas and New Year.
51. Loving Christmas thoughts.
52. Happy Christmas.
53. Happy Christmas and New Year.
54. Good luck.
55. Keep smiling.
56. My thoughts are with you.
57. Many happy returns.
58. Birthday greetings.
59. Loving birthday greetings.
60. Happy anniversary.
61. You are more than ever in my thoughts at this time.
62. Best wishes for a speedy return.
63. Good show. Keep it up.
64. Best wishes for New Year.

N65. May God grant you a year of happiness.
N66. God bless you and keep you safe.
N67. My thoughts and prayers are ever with you.
N122. Best wishes to all at home.
N123. Our thoughts are with you.
N124. Love to all the family.
N152. Love and best wishes for New Year to all at home.
N153. Best love from Daddy.
N154. God be with you till we meet again.
N155. God bless you.
N156. Love to Daddy.
157. My love and greetings on Mothers Day.
158. My love and greetings on Fathers Day.
N309. Regards to the gang.
N310. Greetings from the gang.
N311. Love to my Valentine.
N312. I hope you are still my Valentine.
N313. Love to all at home.
N314. Best wishes for a Happy Easter.
N315. Best wishes for Thanksgiving.
N316. Love to the best Mother in the World.
N317. Greetings to the best of Fathers.
N318. Regards to everyone.
N319. May you be inscribed in the book of life. (For Jewish New Year.)
N320. May the Passover bring new hope and courage. (For the Jewish Passover.)

Health

45. Well.
46. All well at home.
68. Family all well.
69. All well. Children evacuated.
70. All well. Children returned home.
71. All well and safe.
72. Are you all right.
73. Are you all right. Worried about you.
74. Please don't worry.
75. Hope you are improving.
76. Please telegraph that you are well.
77. Are you ill.
78. Have you been ill.
79. Illness is not serious.
80. Illness is serious.
81. I have left hospital.
82. In bad health.
83. Health improving.
84. Health fully restored.
85. Son born.
86. Daughter born.

N87. Am well and fit.
N88. Delighted to hear you are safe and well.
N89. So glad to hear you are better.
N90. Have not been ill.
N159. Hope you will soon be better.
N160. Have not been well.
N161. Injury is not serious.
N162. Anxiety unnecessary.
N163. Going into hospital.
N164. Operation over. Condition satisfactory.
N165. Hope children all well.
N166. Both well.
N167. Twins born.
N168. How are all the family.
N169. Injury is serious.
N170. I am in hospital.
N321. Am getting along all right.
N322. Received news of birth of ———— (Name to be inserted.)
N323. Expecting blessed event.
N324. Very happy in receipt good news.
N325. How is ————. (Name to be inserted.)

Congratulations

91. Congratulations on your promotion.
92. Very pleased to hear of your promotion.
93. Delighted hear about your promotion.

N97. Congratulations on your commission.

115. Congratulations on anniversary. Best wishes.
116. Congratulations. Lasting happiness to you both.
117. Glad and proud to hear of your decoration. Everybody thrilled.
118. Loving greetings and congratulations.
119. Good luck. Keep it up.
120. I wish we were together on this special occasion. All my best wishes for a speedy reunion.

N121. Very pleased to hear you have passed examination.

N337. Congratulations on your decoration.
N338. We are all very proud of you.
N339. Congratulations on your graduation.
N340. Congratulations.

Promotion and Decoration

N94. Have been promoted.
N95. Have been decorated.
N96. Have received commission.
N326. Have received decoration ..... (Name of decoration to be inserted.)

Money

98. Please send me £..... (The actual amount in words to be inserted.)
99. Please send me $..... (The actual amount in words to be inserted.)
100. Have sent you £..... (The actual number in words to be inserted.)
101. Have sent you $..... (The actual amount in words to be inserted.)
102. Can you send me any money,
103. Glad if you could send some money.
104. Have received money.
105. Have you received money.
106. Have you sent money.
107. Thanks for money received.
108. Have not received money.
109. Unable to send money.
110. Sorry cannot send money.

N111. Do you need money.
N112. Have paid ..... into your banking account. (Actual amount to be inserted.)
N113. I do not need money.
N114. Can you make me daily allotment
N171. Have sent money.
N172. Can you increase the allotment.
N173. Are you receiving allotment.
N174. Business very bad. Grateful financial assistance.
N175. Expect to be able to send you money next pay day.
N327. Can you make me an allotment.
N328. Put money I sent in savings account.
N329. Shall I increase allotment.
N330. To what address was money sent.

THE BULLETIN BOARD

N331. Buy war bonds with money.
N332. Do not purchase ..... (Name of one item to be inserted.)
N333. Buy ..... at best price without delay. (Name of one item to be inserted.)
N334. Sell ..... at best price obtainable. (Name of one item to be inserted.)
N335. Will send money in ..... days. (Number to be inserted.)
N336. Receiving allotment regularly.

Bereavement

N143. The Lord bless and sustain you in your loss.

Miscellaneous

N131. What things do you need most urgently.
N132. Have done as you asked.
N133. Rumor not true.
N134. No.
135. Very happy to hear from you dearest. Am fit and well.
N137. Hope to see you soon.
N138. Hope.
N140. Yes.
N341. Tell children about me.
N342. Tell me about children.
N343. Send me a late photo.
N344. Hospitality of people here wonderful.
N345. Be happy and brave.
N346. Consult lawyer before taking action.
N347. Wait instructions in my letter.
N348. Am sending legal papers today.
N349. Have acted as you requested.
N350. Will keep you fully advised.
N351. Let me know when you find out.
N352. Wish I could be with you.
N353. Please send duplicate.
N176. Father.
N177. Mother.
N178. Wife.
N179. Fiancee.
(*Four words above can be inserted in front of message which follow.*)
N180. Writing, telegraphing frequently.
N181. Writing weekly.
N182. Writing regularly. Receiving no reply.
N183. Anxious welfare. No news recently.
N184. Receiving letters regularly.
N185. Receiving letter occasionally.
N186. Well, receiving allotment.
N187. Recovered operation. Returning home.
N188. Is entering hospital.
N354. Has been sick.
N355. Much better.
N356. In good health.

Personal Broadcast

136. Hearing your voice on the wireless (radio) gave me a wonderful thrill.
N189. Hope to broadcast greetings from BBC. Listen ..... (Day of week to be added.)

New Qualifications Booklet Is Now Being Distributed To All Ships and Stations

Distribution to all ships and stations of Qualifications for Advancement in Rating (NavPers 16471), a reprint of Part D, Chap. 5, Sec. 2, BuPers Manual, was begun on 19 August.

This reprint contains all rating qualifications previously published in the 1 Oct. 1942 revision of the BuPers Manual, the Navy Department Bulletin, or promulgated by mimeographed circular letter, with the exception of five aviation branch ratings—AMMC, AMMH, AMMI, AMMP and AOMB—which continue in effect in tentative form as published in the N. D. B. cumulative edition, 31 Dec. 1943, beginning on page 972.

In order that all hands may have access to this publication, copies are being sent to all naval activities in the approximate ratio of one copy for every 20 persons. Its usefulness to the service as a whole is pointed out by the Chief of Naval Personnel in the foreword: "Intended as a supplement to, rather than a substitute for, the BuPers Manual, it will be particularly useful to executive officers, personnel officers, petty officers and strikers. But all personnel having responsibility for the selection, training. classification, assignment and advancement of enlisted personnel, will find it a helpful adjunct in the common task of developing fighting leaders, technically competent to perform their duties and fulfill their responsibilities."

A period of approximately two months will be required to complete the distribution of the reprint. To avoid duplication in shipments, it is suggested that any command which does not receive its supply, withhold requests for copies until after 15 Oct. 1944. Copies surplus to the needs of any command should be returned to BuPers.

Personnel Bound Overseas Advised to Carry Travelers' Checks or Money Orders

Naval, Marine Corps and Coast Guard personnel who wish to carry extra funds in a form other than cash when they are ordered to overseas duty should obtain travelers' checks or money orders, which may be cashed without difficulty outside the continental U. S. This advice is contained in a letter to all ships and stations from the Secretary of the Navy (N. D. B. 15 Aug. 1944, 44-902).

In many instances, the letter explains, personnel leave the U. S. anticipating that personal, business or organizational checks and checks or money orders issued by banks may be cashed or negotiated at military or commercial activities outside the country. Security regulations prevent the cashing or negotiating of checks by commercial activities. Military activities, such as ship's services, post exchanges and commissary stores, do not have the facilities or personnel to perform such a service.

The provisions of Alnav 52-44 do not authorize the cashing of all types of checks, money orders or traveler's checks by disbursing officers, and it was not contemplated or intended that it should be so construed. This alnav authorized, under prescribed conditions, the cashing by disbursing officers of (1) U. S. Treasury checks and U. S. or foreign currency checks drawn by military and naval disbursing officers in their official capacity on the U. S. Treasury or special accounts with U. S. depositories, only when presented by the individual in whose favor the check is drawn; (2) travelers' checks and negotiable money orders issued by the American Express Company; and (3) travelers' checks issued by the Bank of America National Trust and Savings Association, Mellon National Bank of Pittsburgh and the National City Bank of New York, only when presented, countersigned and fingerprinted by the payee in the presence of the disbursing officer.

Navy post offices having money-order service cash only U. S. domestic postal money orders presented by the payee within a year from the date issued.

Personnel Reporting To Washington Advised Of Housing Shortage

The shortage of adequate family ac commodations in the Washington, D. C., area is more acute now than at any time since the beginning of the emergency, according to the Navy Billeting Office. Applicants for dwellings with two or more bedrooms frequently find it necessary to wait two or three months before locating suitable housing.

In view of this, the Navy Housing Board has advised all personnel reporting to the Washington area not to arrange for moving their families and household effects until definite arrangements have been made for accommodations. Contrary procedure often involves needless inconvenience and expense.

Storage space for furniture is also at a premium and hotel reservations for indefinite periods of time are extremely difficult to make.



Mainsheet (NTC, Bainbridge, Md.)
"Aye, aye, Sir!"

THE BULLETIN BOARD

Central Pacific Forces Carrying Special Currency Westward, Valueless if Captured

The westward sweep of U. S. naval forces in the Pacific is carrying into new territory the brown-seal Hawaiian Series of U. S. Currency first issued shortly after Pearl Harbor for forces in the Hawaiian Islands to prevent any regular blue-seal U. S. currency from falling into enemy hands.

Use of Hawaiian Series currency on board all naval vessels in the Central Pacific Area was directed by the Commander-in-Chief, U. S. Pacific Fleet, in a letter dated 28 June 1944.

This recalls another special currency, the gold-seal series of so-called "Spearhead Currency" used by U. S. forces in and after the invasion of North Africa, its circulation confined to that area.

The U. S. therefore has three brands of currency circulating today in various areas of the world. The special brands, in cases where they reach the homeland, are immediately taken out of circulation by any disbursing officer or bank receiving them.

CincPac's letter prohibits, with minor exceptions, "the acquisition, disposition, holding, possession, transfer of, or other dealing in U. S. currency, except the Hawaiian Series, within the Central Pacific Area by personnel of the naval forces temporarily or permanently in vessels of the Pacific Fleet remaining in Central Pacific waters for more than a brief period."

No U. S. currency of the Hawaiian Series may be exported or otherwise physically removed from the Central Pacific Area. Anyone found guilty of wilfully violating this regulation will be subject to disciplinary action.

Whenever officers or enlisted men are ordered to leave the Central Pacific Area, they must surrender to the disbursing officer carrying their accounts, or to other properly designated exchange agency, all U. S. currency of the Hawaiian Series in exchange for a like amount of regular U. S. currency.

Hawaiian Series currency is now being shipped as a commodity by BuS&A, going to its Pacific destination, upon order, either by registered mail or by diplomatic pouches. This system averts the necessity of shipping the currency under special guard. Disbursing officers are insured against loss of such shipments by the Government. As of 1 Aug. 1944, no actual losses in transit had been established. The largest shipment totaled $1,200,000.

Naval disbursing officers are now dealing in the currencies of 38 foreign nations that are allies of the U. S., as well as in U. S. currencies. Except for the two special series, the policy has been for U. S. armed forces personnel to use native currencies of the respective foreign countries in which they are serving. For example, the local currencies are used by men of the Navy, Marine Corps and Coast Guard in Australia and New Zealand, and in New Caledonia, where French Indo-China currency is in circulation.

When naval personnel leave one currency area for another, they exchange foreign currency for U. S. currency with the disbursing officer.

Scripts for Playwriting Contest May Also Win Cash in Radio Series

Men and women in the armed forces who enter scripts in the second playwriting contest announced by the National Theatre Conference (INFORMATION BULLETIN, May 1944, p. 69) are also eligible for other compensation if their scripts are found suitable for radio presentation.

Acting in cooperation with the National Theatre Conference, the Blue Network has announced a new dramatic series of programs beginning the latter part of 1944. Dramatizations broadcast on the series will be selected from manuscripts entered in the playwriting contest and will be paid for at customary sustaining rates.

Material will be judged within four major radio classifications: radio plays, approximately 28 minutes in length; one-act plays, 20 to 40 minutes, adaptable to radio; radio plays approximately 14 minutes in length; and blackouts, skits and radio playlets of from 5 to 7 minutes in length.

Authors whose scripts are broadcast will receive air credit and compensation ranging from $50 to $200, depending upon the nature and length of the writing.

Deadline for the playwriting contest is 1 Nov. 1944 (30 days later for overseas personnel). Details of the radio series and of the playwriting contest itself may be obtained from National Theatre Conference, Western Reserve University, Cleveland 6, Ohio.

Binoculars Lent to Navy Being Returned to Owners

The Navy is now finding it possible to return to their original owners the binoculars lent by patriotic citizens earlier in the war. Just as citizens who lent dogs to the armed services have been advised of the valor of their pets in battle, those who lent binoculars will be informed of any naval history, if it can be told, which their binoculars helped make.

Expressions of gratitude from officers and enlisted personnel concerning binoculars lent to the Navy may be forwarded by COs (with serial number of the instrument and name of the donor) to BuShips, attention Code 875. This information will be forwarded to the donors when released by BuShips.

Donated binoculars may be identified from these markings: The cover plate of the left barrel is engraved "BUSHIPS U. S. NAVY"; the cover plate of the right barrel is engraved with serial number (1 to 9,000), year of acceptance (1942, 1943 or 1944) and the donor's name.

It has been requested that these binoculars be turned in to the nearest naval supply depot in exchange for current 6x30 or 7x50 binoculars, depending on the size of the donated binoculars turned in. The latter are to be forwarded without delay to the U. S. Naval Observatory, Washington, D. C.

(For details, see **N.D.B.**, 15 Aug. 1944, 44-936.)

Requirements Tightened for V-12 Theological Training

Officers are no longer eligible for either pre-theological or theological training in the Navy V-12 program. Only civilians and enlisted personnel with a degree from an accredited college are now eligible to apply for theological training. Apprentice seamen, V-12 and V-12(S), who already have been tentatively accepted as pre-theological students, may still qualify for theological training. With this exception, pre-theological training is abolished.

(For details, see BuPers Circ. Ltr. 218-44, N. D. B., 15 Aug. 1944, 44-925).

THE BULLETIN BOARD

12 Postgraduate Courses for Officers Planned for 1945

Plans for postgraduate training in 1945 for regular Navy and Naval Reserve officers in a number of engineering fields have been announced. Boards to select candidates for this training will meet after applications are received in BuPers.

The courses, to run from seven months to two and a half years, will include Aerological Engineering, Aeronautical Engineering (Power Plants and Structures), Aeronautical Engineering (Armament), Civil Engineering, Communications (Applied), Naval Engineering, Naval Construction and Engineering, Ordnance Engineering, (Aviation), Ordnance Engineering (Reserves), Radio Engineering and Naval Architecture.

Postgraduate School catalogs are being mailed to naval districts, large combatant vessels and squadron commanders of destroyers and submarines in order that detailed information will be available to officers desiring postgraduate training. In case the 1944 catalog is not received by the time applications are submitted, the 1943 catalog contains most essential information.

The training in all curriculums except Communications (Applied) is of a technical nature. Reserve officers and temporary officers to be eligible for these courses should have had schooling in mathematics, through differential and integral calculus, equivalent to that required for a B.S. degree in mechanical, civil or electrical engineering, or in applied physics. They should not be over 26 years of age, except for Ordnance Engineering (Reserves) and Communications (Applied), and should meet all physical requirements of a general line officer of the regular Navy. Their aptitude and fitness for naval service should have been proven in active duty.

Training in Communications (Applied) is, in general, of an operational nature but requires a sound educational background. Candidates must have successfully completed courses in mathematics through quadratics as a minimum, be not over 27 years of age as of the convening date of the course, meet physical requirements of a general line officer of the regular Navy, have had at least one year's sea duty as of 1 Oct. 1944 for the March 1945 class and as of 1 Feb. 1945 for the July 1945 class, and have had sufficient communications duty to evidence suitability for further communications training.

Regulars eligible for the various postgraduate courses range from the Class of 1939 through the Class of 1944.

(For details, see N. D. B., 15 Aug. 1944, 44-932.)

Examination For Regular Navy Dental Corps Set

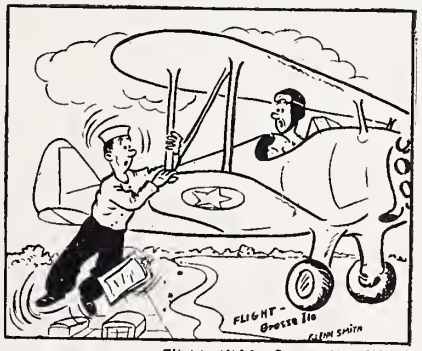
The next examination for appointment in the Dental Corps of the regular Navy will be held 16 October 1944 at the National Naval Medical Center, Bethesda, Md.; the naval training centers at San Diego and Great Lakes and the naval training station at Norfolk. Dental officers of the Naval Reserve who wish to take the examination may apply to BuMed via official channels. (See BuMed Ltr., N. D. B. 15 June 1944, 44-682).

TRAINING COURSE NOTES

New correspondence courses for naval officers will soon be available from the four naval reserve educational centers.

Any officer desiring to enroll should write an official letter via his CO to the Naval Reserve educational center that is responsible for enrollments from the naval district in which the officer is located:

- Naval Districts 1, 3, 4, 5, 10 and District of Columbia: Naval Reserve Educational Center, 90 Church Street, New York, N. Y.
- Ninth Naval District: Naval Reserve Educational Center, U. S. Naval Training Center, Great Lakes, Ill.
- Naval Districts 6, 7, 8 and 15: Naval Reserve Educational Center, Room 128, Custom House, New Orleans, La.
- Naval Districts 11, 12, 13, 14, 16 and 17: Naval Reserve Educational Center, 105 Market Street, San Francisco, Calif.



Flight (NAS, Grosse Ile, Mich.)

"After this, August, let go before I leave the ramp."

The educational center nearest the FPO address of the vessel or activity to which an officer is assigned should receive requests for enrollment from officers outside the continental U. S. who are not located within a specific naval district.

The courses will include:

Communications, 14 assignments: The purpose of this course is to familiarize the student with (1) the duties of the shipboard communication officer, (2) the fundamentals of naval communications contained in Communication Instructions 1944 and (3) naval correspondence and security classification. Reference books for the course are: (1) Communication Instructions, 1944 (revised through Change No. 1); (2) The Communication Officer, NavPers 16101, 1944; (3) Manual of Naval Correspondence by Weatherford, 1943.

Naval Ordnance and Gunnery, 14 assignments: The course is designed to provide a general coverage of naval ordnance and gunnery. Contents include study of shipboard ordnance and aviation. The assignments cover naval weapons and ammunition, the fire-control problem (both surface and antiaircraft) with director-control principles and systems in common use. Aviation ordnance is presented in assignments devoted to munitions, armament and fire-control of naval aircraft. Reference books for the course are: (1) Aircraft Armament, NavPers 10341, 1944; (2) Aircraft Fire Control, NavPers 10342, 1944; (3) Aircraft Munitions, NavPers 10343, 1944; (4) Naval Ordnance & Gunnery, NavPers 16116, 1944; (5) Fire Control Notes, USNR 1940.

Naval Engineering and Electricity (Elementary), seven assignments: The course has been prepared with a minimum use of technical phraseology in order to present a knowledge of the principles of engineering, the capabilities of a ship's power plant and the limitations of the demands which can be made upon it. The contents have been designed to promote a better understanding between deck officers and engineering officers by clarifying some of the mutual problems they encounter.

Enlisted Training Courses

Copies of the 1944 Program of Enlisted Training have been sent to all ships and stations on the entire standard Navy distribution list. If additional copies are needed, they should be ordered by COs from one of the following distribution centers of enlisted training courses:

(1) The Bureau of Naval Personnel, Training Aids Division, Washington 25, D. C.
(2) Educational Officer, 11th Naval District, San Diego, Calif.
(3) Educational Officer, 14th Naval District, c/o FPO, San Francisco, Calif.

Aviation Training

All but three titles in the new series of 28 aviation manuals have now arrived from the publishers and every effort is being made to keep up with the large volume of requests being received for them, as well as to furnish the balance of each order with those titles which have been received from the publishers in recent weeks.



THIS MONTH'S COVERS

The U. S. flag flies again over Guam—for the first time since Japs seized the American outpost on 10 Dec. 1941. The picture, showing the ensign displayed from a boat hook carried by two Marine captains, was taken eight minutes after our forces hit the beach on 20 July (see page 10) for their 20-day reconquest of the island (Official U. S. Marine Corps photograph). INSIDE FRONT COVER: Tracers from Allied antiaircraft guns criss-cross the night sky as Nazi bombers strike at invasion ships off Cherbourg peninsula (Official U. S. Coast Guard photograph). OPPOSITE PAGE: Officers and men line the flight deck of a U. S. aircraft carrier for captain's inspection (Official U. S. Navy photograph).

DISTRIBUTION OF THE INFORMATION BULLETIN

By BuPers Circular Letter No. 162-43 (appearing as 43-1362 in the cumulative edition of Navy Department Bulletin) the Bureau directed that appropriate steps be taken to insure that all hands have quick and convenient access to the BuPers INFORMATION BULLETIN, and indicated that distribution should be effected on the basis of one copy for each ten officers and enlisted personnel to accomplish the directive.

In most instances, the circulation of the INFORMATION BULLETIN has been increased in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each ten officers and enlisted personnel. Because intra-activity shifts affect the Bureau statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required: requests received by the 20th of the month can be effected with the succeeding issue.

The Bureau should also be advised if the full number of copies are not received regularly.

Normally copies for Navy and Coast Guard activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corps, on the present basis of two copies per unit, down to and including the company. Requests from Marine Corps activities should be addressed to the Commandant.

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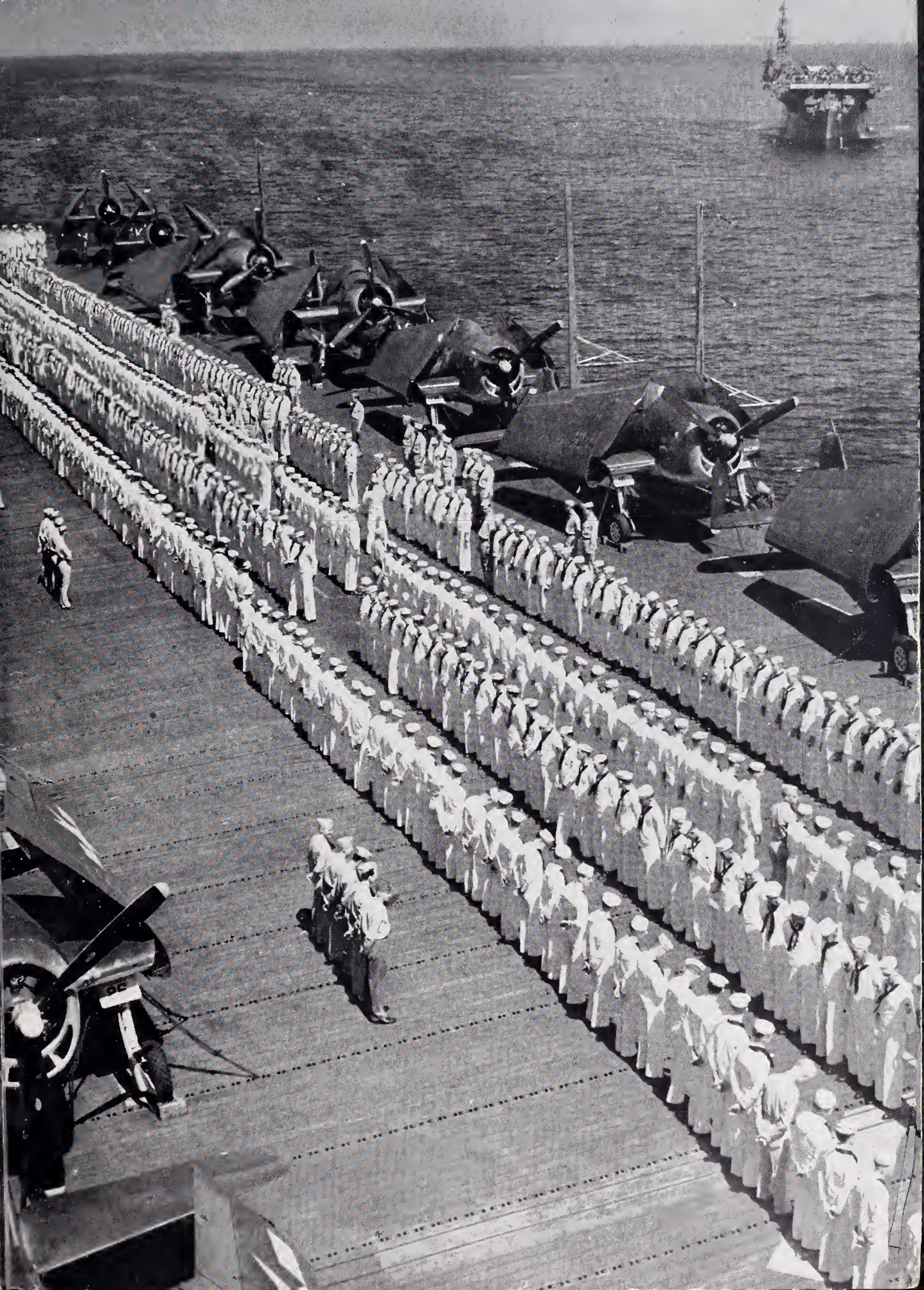
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IN TWO EASY LESSONS

LESSON NO. 1:
IF YOU WRITE ABOUT THESE
Your letter will get "thumbs down:"

- The location, identity, movement, or prospective movement of any merchant ship, aircraft, naval vessel, or naval or military force. . . .
- The defensive or offensive forces, weapons, installations or plans of the United States or her allies. . . .
- The production, movement, or supply of munitions, or the location or progress of war industry. . . .
- The routing or employment of any naval or military unit of the United States or her allies.
- The effect of enemy operations, or casualties to personnel or material suffered by the United States or her allies, previous to official publication of such information.
- The criticism of equipment, appearance, physical condition, or morale of the . . . armed forces of the United States or her allies.
- Matter, the dissemination of which might benefit enemy military, economic, or financial interests, or which might interfere with the national effort of, or disparage the foreign relations of, the United States or her allies.

(From Section I, Article 14, Censorship Regulations, U. S. Navy, 1943)

LESSON NO. 2:
IF YOU WRITE ABOUT THESE
Your letter will get "thumbs up:"

- Love.
- Friends, shipmates and relatives, including your mother-in-law, if you have one.
- Entertainment, recreation, sports and the movies.
- Love.
- Education, religion, art, music, books and hobbies.
- Matters of business, personal finances, your plans after the war is won (unless these plans include revenge upon the censors).
- Your personal needs or wants for soap, fruit cake, razor blades or whatnot.
- The latest jokes — but keep them clean enough to stay on the right side of the postal laws.
- Love.

(Prepared by Fleet Chief Censor, U. S. Pacific Fleet)

WRITE HOME OFTEN... BUT WRITE IT RIGHT!

:331

BUREAU OF NAVAL PERSONNEL

INFORMATION BULLETIN

OCTOBER 1944

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BUREAU OF NAVAL PERSONNEL

INFORMATION BULLETIN

OCTOBER 1944 • NUMBER 331

VICE ADMIRAL RANDALL JACOBS, USN
The Chief of Naval Personnel

REAR ADMIRAL L. E. DENFELD, USN
The Assistant Chief of Naval Personnel

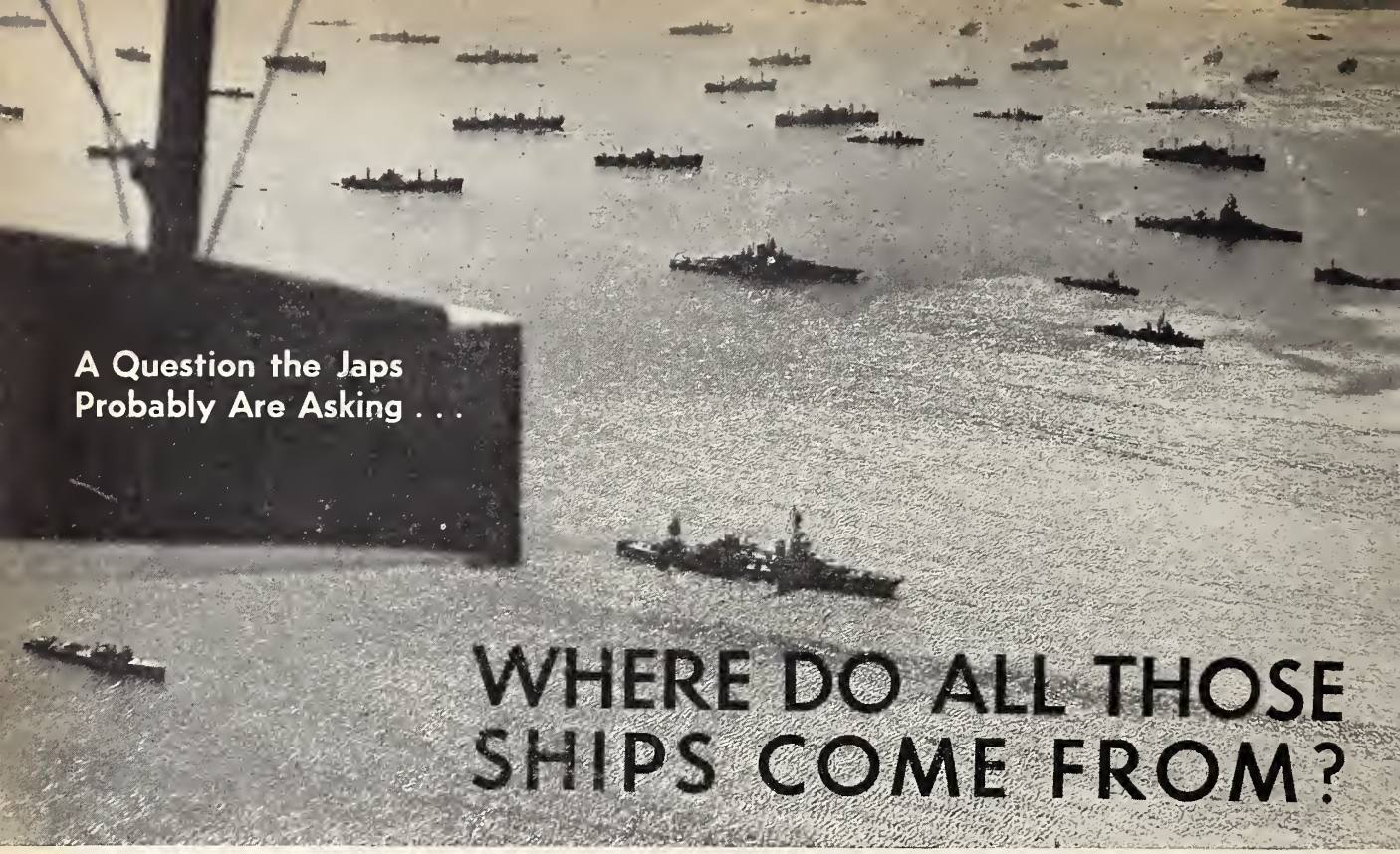
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This magazine is published monthly in Washington, D. C., by the Bureau of Naval Personnel for the information and interest of the Naval Service as a whole. By BuPers Circular Letter 162-43, distribution is to be effected to allow all hands easy access to each issue (see page 72). All activities should keep the Bureau informed of how many copies are required. All original material herein may be reprinted as desired.

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IT IS FOR 10 READERS



A Question the Japs Probably Are Asking . . .

WHERE DO ALL THOSE SHIPS COME FROM?

Official U. S. Navy photograph

The Answer Is the Story of BuShips And Its Fusion of Naval Experience With American Ingenuity and Effort

OUT of the naval war in the Pacific a new star has recently risen: Task Force 58, a fleet unit conceived specifically to meet the demands peculiar to the war against Japan. This great task force, the most powerful in the world and made up of the finest fighting ships ever built, is a closely coordinated near-perfect combination of many types of combatant ships, each calculated to do a specific job but all working together to accomplish one objective—the defeat of the enemy wherever he may be found.

Task Force 58 steamed in the vanguard, clearing the way, as U. S. forces set out for the invasion of Saipan; its battleships, aircraft carriers and other warships carrying such unprecedented offensive and defensive power that the men of the force were more than willing to tangle with the Japanese Grand Fleet itself if the enemy cared to risk it in battle.

Following close behind the mighty task force, and supported by its aircraft and firepower, were the vessels of the amphibious fleet that were to land the men, guns, tanks and equipment to drive the Japs from their Saipan defenses, so perilously close to Japan itself. These vessels ranged from the LST, the tank-landing ship which is capable of transporting tanks and other heavy equipment across the Pacific, to small rubber boats especially designed for scouting operations and commando-type attacks.

The types of craft had been chosen after careful study of the beaches to be attacked and the Japanese defenses. Included were amphibian tanks, capable of climbing over the coral reefs known to protect the beaches of Saipan, and many other special craft.

Bringing up the rear was a large carrier-protected train of provisioning ships and auxiliary vessels calculated to keep the warships in fighting trim and battle readiness at all times.

How successfully the mission against Saipan was accomplished is now a matter of public knowledge. The story of the ships that made this achievement possible, and the men and women who built them, is not so well-known.

The design, construction and maintenance of all these vessels, from the most powerful battleship to the smallest lifeboat, is the responsibility of the Bureau of Ships. Headed by Rear Admiral E. L. Cochrane, USN, BuShips is the newest, yet the largest of the Navy Department's seven bureaus. It is responsible for the expenditure of approximately 35¢ out of every dollar now being spent by the Navy.

Created in June of 1940 by the consolidation of the old Bureau of Construction and Repair and the Bureau of Engineering, its four years of operation have seen shipbuilding records shattered so frequently and so violently that previous conceptions of building periods for naval vessels have become as obsolete as the Roman galley. It is as a result of the performance of this bureau and its multitude of contractors and subcontractors, both shipbuilding and industrial, that the United States can today boast the mightiest fleet in the history of the world.

The ability of the Bureau of Ships to produce the special types of ships required for the various naval operations of the war results from a careful fusion of the experience of years of naval ship construction, the skill of highly trained specialists, the finest of equipment and the consolidated efforts of American industry.

The Design Branch of BuShips is responsible for the effective primary utilization of this experience, knowledge, equipment and industrial cooperation. When the Chief of Naval Operations and the Secretary of the Navy direct the bureau to construct a vessel embracing certain specified characteristics, it is the Design Branch that prepares the preliminary ship designs for submission to the General

Board and CNO for approval. When these designs are given final approval, contract plans are also developed by the Design Branch or by one of BuShips' design agents, and detailed working plans are thereafter drafted by a design agent or by the shipbuilding contractor himself, or by one of the navy yards.

The importance of ship-design work is apt to be overlooked by the casual observer in the light of the more spectacular achievements of the actual construction work. For the launching of a majestic battleship completely overshadows the thousands of man-hours spent in drafting designs and the tons of paper required for the plans to which the dreadnaught was built—a modern battleship, for example, requiring approximately 10 000 individual working plans, and about 40 tons of blueprints.

Yet the significance of those can hardly be exaggerated; for not only the speedy construction of the ship, but its successful performance in battle as well, ultimately hinges upon the excellence of the ship's design. And it is toward accomplishment of superlative design for the Navy's ships that the Design Branch has bent its efforts during the past four years.

In this period the Design Branch has not only developed basic designs for a dozen or more entirely new ships, such as the 45,000-ton battleship of the *Iowa* class, the large cruiser of the *Alaska* class, the destroyer escort, the 2,200-ton destroyer and a variety of landing craft, but it has also accomplished substantial design modifications on scores of other types.

In all this design work use is made of a vast wealth of battle experience. Actual warfare has been the laboratory of this war for the discovery and development of new equipment and techniques. For this reason war damage reports from all fighting fronts are always promptly forwarded to BuShips and there assigned to the bureau's naval architects and marine engineers for study and research in order to insure prompt translation of the bitter lessons of war into improvements on the Navy's new ships.

Models of battle-damaged ships are built so that sections that have been demonstrated to be vulnerable can undergo specific testing. For instance, models of the ships crippled at Pearl Harbor were attacked again and again by miniature bombs and torpedoes in model-basin tanks. Technicians watched through glass walls, and special cameras recorded the effect of underwater and air explosions on various new types of blisters and protective armament. Thus the attack ultimately furnished information which has resulted in extensive improvements in underwater protection.

Loss of the carrier *Lexington* in the Battle of the Coral Sea furnished the data from which BuShips was able to devise new methods for reducing gasoline fire and explosion hazards on board ships, as well as new methods of fire fighting. Coral Sea, together with other battle experiences, also served to point out vital needs, to meet which naval technicians have developed improved stowage methods for gasoline, fuel and ammunition, new non-inflammable paints and a special fireproofing treatment for mattresses and other shipboard equipment.

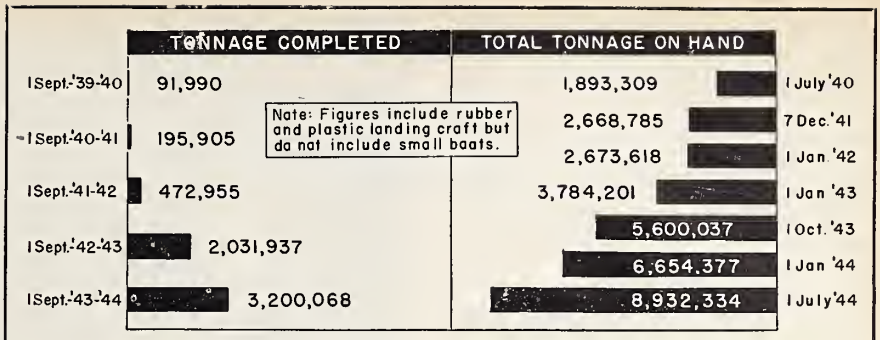
Battle reports have also served to point the way to increasing the striking power of naval ships by eliminating many items which were formerly standard shipboard equipment. Stateroom furniture and doors, topside lighting and much miscellaneous equipment have been discarded. Even the ship's boats have been almost completely eliminated.

Everything saved by the elimination of non-essentials has been turned to the concentration and improvement of the ship's basic safety and fighting strength. The close-in anti-aircraft battery fire of some battlships has been increased 600% as a result. The firepower of one class of carrier has been increased nearly 110% over carriers in service prior to Pearl Harbor.

An example of the value of replacing non-essentials was seen in the changes made in the USS *Boise*. As a result of added firepower, that cruiser averaged almost one round of six-inch projectiles per second for a 27-minute period in the battle of Cape Esperance. "The Americans have a new secret weapon . . . a six-inch machine gun," radioed the shaken Japs after an engagement with another of our ships, the light cruiser *Helena*, in the bombardment of Kolombangara.

As the shipbuilding program has progressed it has from time to time been found necessary to redesign certain pieces of equipment to meet the tremendous stress placed upon them by battle conditions. For example, early in the war it was found that electric circuit breakers were frequently opened by shocks received during battle. Intensive study was made of this problem, and, as a result, our ships are now equipped with circuit breakers which will not be opened by shock at crucial moments.

Again, battle reports disclosed that electric cable was a potential conveyor of water from the flooded com-



Navy Adds 65,000 Vessels Of All Types in Five Years

Since the beginning of hostilities in Europe—five years ago 1 September—the Navy has added almost 65,000 vessels of all types to the fleet, it was announced last month by Secretary of the Navy Forrestal. The United States, for the first time in its history, has become the greatest naval power on earth. Nearly 36% of the total tonnage increase represents combatant ships, 29% auxiliaries and 22% landing craft.

During this five-year period the Navy's air force multiplied 20 times, with a total of 57,600 planes accepted from manufacturers. In the next 12 months the Navy has scheduled for delivery over 30,000 planes, 93% of them combat types.

Production of ordnance material has also expanded immensely. The monthly production rate of torpedoes is now approximately 40 times the 1939 average; depth charges are produced at a monthly rate 60 times greater than five years ago. Over 125,000 1.1-inch, 20-mm. and 40-mm. antiaircraft guns have been built. Ammunition produced for these guns totals over a billion rounds.

For every person serving in the Navy, Marine Corps and Coast Guard in September 1939 there are over 24 today. Combined strength has grown from 152,086 officers and enlisted personnel to 3,717,000.

Congress, during the five years, authorized the Navy to spend over $118,000,000,000. Commitments now amount to over $91,000,000,000. Expenditures to liquidate these commitments have amounted to nearly $65,000,000,000.

The expenditures remaining emphasize the point that the Navy program is only a little more than half finished. Planned operations are dependent upon the speed with which assault troop and cargo ships are obtained. These ships are the Navy's most urgent need. Also needed are vast quantities of bombardment ammunition, 40-mm. antiaircraft guns and numerous special devices to make certain the final defeat of the enemy.

partments of battle-damaged ships. Our ships are now equipped with cable sealed to eliminate this hazard. Similarly, information in regard to the protection of machinery and delicate instruments from the terrific shock of gunfire and near-miss bomb explosions, together with hundreds of other findings, have been developed and translated into practical application in the design of ships.

Making use of all such experience and information, BuShips designs and builds vessels to meet every need of our naval strategy. One of the best examples of this function was the design and construction of the various types of landing craft that make up our amphibious forces.

The need for the now famous LST developed almost overnight in connection with the then-proposed invasion of North Africa. The requirements were studied by the architects and engineers of BuShips, and a preliminary design was submitted within a matter of days. Upon approval by the General Board and CNO, the design was sent to the David W. Taylor Model Basin at Carderock, Md., to be modeled and tested. The basin scientists started work in the problem late that afternoon. They continued work on the models all night, all the next day and the following night.

A miniature sand beach was thrown up on one end of the testing pool. Wooden models were driven onto this beach by their own motors, steered by their own mechanisms. Inside the models were scale-to-weight chunks of metal placed so as to simulate cargoes of tanks, trucks and men. Within 48 hours the bureau had the data necessary to establish exact specifications for the LST. Contracts were let, work started, and less than six months later the first LSTs moved into action.

The Design Branch of BuShips does not limit its work to new construction design. It is also prepared to answer technical questions arising in connection with the operation of ships already with the fleet.

Recently the question came up as to whether carrier X could be wedged through the locks of the Panama Canal to proceed to a rendezvous in the Pacific. According to actual measurements she could negotiate the lock with inches to spare, but the off-center build of a carrier gives her a peculiar pull in the water, and the ship's captain was fearful lest carrier X should swerve into the locks and jam the all-important lifeline.

At the Model Basin miniature locks, duplicating those of the Panama Canal to exact scale, were quickly constructed. A 27-foot model of the carrier, complete in every detail, was hastily but meticulously put together. The model was then run through the miniature locks time after time under all conceivable conditions. Within two days bureau officials told the ship's captain that the carrier could go through. She did.



Official OWI photograph

DESIGN: Draftsmen prepare plans for everything from the smallest boat to the largest ship. A battleship requires 40 tons of blueprints.

For security reasons, the contribution of BuShip's scientists in developing radio and electronic equipment cannot be told in detail. When the story is finally told the Radio Division and the Naval Research Laboratory will receive credit for some of the most important and fascinating contributions to the war effort.

Today naval vessels bristle with antennae of every conceivable sort. The tiny MTB carries many types of radio, while the mighty new USS *Missouri* carries 60 major installations—not including electronic-test gear, a multitude of fire-control and other specialized radio apparatus.

Into this equipment has gone years of intensive and painstaking research and step-by-step development. In 1940 the total value of radio, radar and sonar equipment produced annually for the Navy averaged less than $4,000,000. Today deliveries average well in excess of $100,000,000 a month.

Much of this increase is the result of laboratory work which has broadened the value of electronic devices, much is due to the vast increase in the number of vessels requiring electronic equipment. In any event, the increased program keeps the Radio Division and radio research laboratory facilities—as well as the bureau's radio contractors—operating at top speed to meet the demand.

For the design work of the architects and engineers of BuShips the end is not yet in sight. The developments of the war daily call upon the bureau's technicians to devise new types of ships or modify the design of old ones to meet a particular combat need.

The needs of tomorrow are never known ahead of time, and the only schedule that can be established for this type of work is a schedule of continued application to the task of solving every known or conceivable design problem against the day when such a solution may be called for with almost no time for its accomplishment.

To appreciate the work that has been involved in the actual construction of our powerful naval ships, it is necessary to consider certain events that preceded our entry into the war. In June 1940 Congress passed the 11% Expansion Act, and in July the same year, after the fall of France, the 70% Expansion Act. These acts increased the authorized combatant tonnage of the Navy by nearly 1,500,000 tons. The Bureau of Ships received directives from CNO, hurriedly revised old plans and developed new ones. Then the bureau set up production schedules and turned to the available shipyards for the actual construction work.

In the entire U. S. there were only eight Navy and six private shipyards with previous experience in naval shipbuilding. They were willing to build the ships called for, but they insisted that the bureau's delivery dates were impossible of achievement. By arguing, insisting, demanding, the bureau finally persuaded the shipyards to shoot at the bureau's schedule. But it was evident that even superlative efforts on the part of the existing handful of yards could not possibly meet the demand for ships. Accordingly, an expansion of building facilities became the first order of business.

New shipyards appeared almost overnight. On a former racetrack in Massachusetts fighting ships began to take shape. Ways and cradles appeared on a swamp in Texas, on an Illinois prairie, on a California mudflat, along the waterfronts of the Great Lakes. Inland "barnyard"

shipyards turned to the construction of submarines, destroyer escort vessels and smaller craft. Citizens along the Mississippi were startled to see the USS *Peto*, a submarine built at Manitowoc, Wis., heading down the river for New Orleans and the open seas on a huge floating drydock.

Competing companies, which in peacetime would scarcely touch each other with a 10-foot pole, turned over to one another design secrets and production methods so that schedules could be met with the least possible delay. Today nine Navy yards and approximately 300 private shipyards are working toward the final goal—a seven-ocean navy which by the end of 1944 will number over 80,000 vessels.

This enormous expansion has, of course, involved the expenditure of large sums of money and it is estimated that, all in all, BuShips has invested approximately $1,500,000,000 of Government funds in expanding the shipbuilding and ship-repair facilities of the country, including Navy and private yards.

But even as the shipways became available and builders put their shoulders to the wheel, critical shortages developed in the three "Ms"—machinery, men and materials.

The supply of machine tools and other types of mechanical equipment and products was critically short. The bureau accordingly undertook a tremendous expansion of industrial facilities. Machinery plants, both large and small, were expanded at a total cost of nearly $500,000,000. In a large measure machines for the naval shipbuilding program had to be built by land-bound American industries which heretofore had never given a thought to marine engineering. An automotive manufacturer went from carburetors to gyrocompasses. A producer of bathroom fixtures now furnishes torpedo parts. A blower manufacturer entered the field of couplings and castings. A food-canning machinery factory is making amphibious tractors.

A tremendous force of new and rapidly trained labor was imperative. In June 1940 there were less than 200,000 workers in the shipyards of the country, both Navy and private, with approximately an equal number in collateral industries engaged on work connected with ship construction and repair. Today there are over 1,000.000 workers in Navy and private shipyards, thousands of them women.

For each person so employed in the shipyards, it is estimated that two others are engaged in the production of the hundreds of thousands of items, ranging from huge propulsion machinery shaftings to delicate hairsprings for chronometers, which go into a modern warship. And today every state in the union is growing or manufacturing materials used in naval ships or contributing toward the final product from their underground resources.

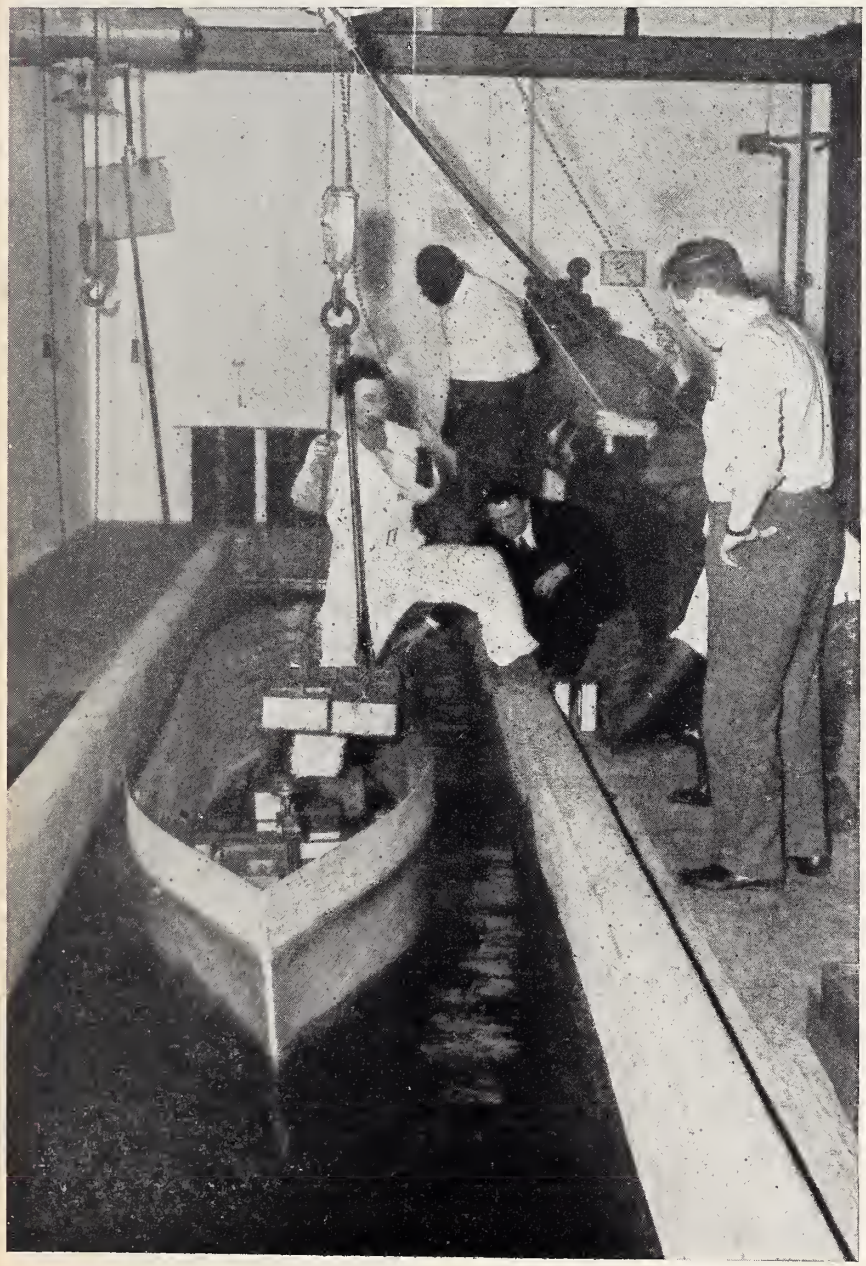
Conservation and substitution of materials was another problem. Production schedules had to be met in spite of shortages of certain essential materials. While various shortages have appeared serious at times, they have always been overcome before they have caused any great delay, frequently because the bureau had anticipated them and had prepared substitutes to meet them as they arose.

Many substitutions made in this manner have freed critical materials for more vital needs. For example, titanium was substituted for vanadium in making high tensile steel, thus releasing quantities of vanadium for use in alloy steel shafting and the nickel formerly used in alloy steel shafting for use in the manufacture of condenser tubes. This and similar substitutions in various metals, rubber, paint, oil, manila fiber and many other critical materials have helped to keep production at the necessary level.

New methods of mass production had to be set up for the shipbuilding industry, an industry which had prided itself on the fact that every ship it turned out was a tailor-made job. Standardization was the only possible means of achieving the high-speed production that was required; and so the Navy and industry standardized.

Standardization and improvement in methods have miraculously shortened the manhours needed for the construction of naval vessels.

A light cruiser is now constructed in 5,000,000 manhours where it for-



Official U. S. Navy photograph

TESTING: Ship models are made from designers' plans and put through their paces at the David Taylor Model Basin.



CONSTRUCTION: More than a million shipyard workers are helping the Navy reach its goal of 80,000 vessels by the end of 1944.

merly took 7,700,000; destroyer escorts have been cut from 1,200,000 man-hours to 500,000; LSTs from 750,000 to 450,000, and PTs from 65,000 to 35,000.

The battleship *Indiana* was completed in 29 months instead of the estimated 42; the carrier *Essex* was ready in 20 months instead of 45. The keel of the cruiser *Santa Fe* was laid at an eastern shipyard within seconds after the great battleship *South Dakota* slid off the very same ways.

Six destroyer keels were laid in two new shipyards within nine months after the first spadeful of dirt had been turned for the construction of the yards themselves. The destroyer *Stevenson* was built in a little over seven months, in contrast to the pre-war average of 27 months.

The submarine *Steelhead* was built in seven months and one week, as compared with the pre-war average of 21 months. Five months after preliminary plans for the first LCI(L) were started, builders had their product undergoing trials before delivery.

It's achievements like these that have made Task Force 58 possible—that have made a fighting fleet of over 50,000 units from a fleet which four years ago consisted of only a little more than 1,000 units.

Two years ago the available carrier fleet in the Pacific consisted of one ship, the doughty *Enterprise*. In the last 18 months BuShips has turned over to the Fleet more than 100 carriers, ranging from the smaller escort carriers (CVEs) and converted cruiser-carriers (CVLs) to the mighty ships of the *Essex* class.

With each new summary of the Fleet's growth the records become more startling. During 1943, for example, the Navy completed steam-and diesel-driven ships having an aggregate horsepower exceeding that of all the hydroelectric generators now installed in the United States. In the 12 months of 1943 there were added to the fleet more than 750 fighting ships, with a total of some 2,300,000 tons, and over 28,000 auxiliary and support vessels totaling approximately 4,000,000 tons. In the first six months of this year, when landing craft carried the overriding priority, BuShips has delivered nearly 300 combatant and more than 20,000 auxiliary and support vessels having a combined tonnage in excess of 2,000,000 tons.

The *monthly* rate of production today is twice the *annual* rate of three years ago, and in the first four months of 1944 there was added to the fleet a total tonnage approximately equal to that embraced by the entire naval strength of less than four years ago.

The job of BuShips is, however, only partly done when mighty task units such as Task Force 58 start out on their initial missions. They must then be maintained and repaired, and this again is the bureau's task. It has been estimated that without maintenance between 50% and 75% of our fleet would be inactive within six months.

In a global war maintenance becomes an immensely complex problem. Adequate facilities for overhaul, repair of battle damage and provision of spare parts must be established in every part of the globe. To aggravate the problem, this service must be provided under the most trying conditions, not only for our ships but our allies'.

Providing adequate facilities for even normal overhaul of our fleet alone would be a job of tremendous magnitude. Yet normal overhaul jobs are in the minority in wartime.

In maintenance, as in production, speed has been the keynote. While most of the major repair jobs have been performed at Pearl Harbor or continental navy yards, time has been so short that it has been necessary to devise means of accomplishing as many repairs as possible without the loss of time involved in steaming from the battle line to faraway bases.

To meet this requirement a network of repair bases has been set up to make maintenance and repair possible on all battlefronts of the world. These bases vary in size and equipment, some being only tiny outposts at the front lines while others are huge equipment depots capable of repair jobs of the greatest magnitude. Many front-line repairs are accomplished through the use of the huge floating drydocks. Advance repair depots and convoy escort bases scattered through war areas furnish repair facilities within a few hours of convoy routes, so that convoys are able to keep to their schedules.

It is part of the job of BuShips to keep these bases supplied with a steady stream of tools, parts and re-



Official U. S. Navy photographs

MAINTENANCE: Carrier in drydock for painting and scraping.

placements, as well as ship-repair units manned by technically trained personnel capable of performing battle-damage repair and on-the-spot salvage.

Salvage, a function closely related to maintenance, takes on added significance in wartime. Not only does salvage work radically increase, but in many instances the salvage jobs have to be handled by the same group that does repair work. This requires careful and efficient training of personnel and, starting with Pearl Harbor, such training has been going at top speed.

The salvage program, at the beginning of the war, expanded tremendously. Salvage vessels were acquired by building or by conversion. Equipment was procured and stocked at depots and bases throughout areas where a need was most likely to develop and, most important, an intensive program was instituted to provide or train competent ship-salvage officers and enlisted men. This training activity was centered at Pier 88, New York.

Hundreds of calls for salvage assistance have been answered, not only from the war zones, but from off the coasts of Greenland, Alaska, central America and Brazil, resulting in the recovery of over $600,000,000 worth of shipping. In addition, numerous disabled vessels have been temporarily repaired to enable them to reach port, many sunken planes have been recovered and numerous underwater menaces to navigation, including wrecked ships, demolished or removed.

One of the recent outstanding salvage jobs done by BuShips was the refloating of the ss *El Estero*, a fully loaded munitions ship scuttled and completely submerged off Bayonne, N. J., to avoid possibility of explosion resulting from fire aboard. Members of the Coast Guard boarded the burning ship at its pier and took it out to sea, where it was scuttled, averting a major maritime disaster. BuShips divers then went to work and refloated the *El Estero*, salvaging thousands of dollars worth of munitions.

BuShips directed raising the USS *Lafayette*, burned at Pier 88, New York. This job, from the standpoint of the size of the ship, was the largest single salvage job ever undertaken.

Salvage operations at Pearl Harbor after 7 Dec. 1941 were also in charge of BuShips. Though the attack came at a time when development of salvage facilities was in its preliminary stages, a considerable amount of equipment had been assembled and a number of salvage experts were available on the mainland. These were transported to Pearl Harbor by plane or fast ship to supplement facilities already available and an organization was developed to undertake the largest salvage project in history.

Within six months, the sunken battleships *Nevada*, *California* and *West Virginia*, the destroyer *Shaw* and the floating drydock YFD-2 had been refloated. This was followed by the salvage of the minelayer *Oglala*, removal of the machinery and equipment from the destroyers *Cassin* and *Downes* and partial salvage of the old battleships *Oklahoma* and *Arizona* and the target ship *Utah*.

Considerable research in the development of new salvage and diving equipment has been made by BuShips. The heavy standard deep-sea diving dress has remained essentially unchanged. However, to meet special requirements, a lightweight suit and a variety of diving masks have been developed, as well as a secret self-contained diving outfit which allows a diver underwater to swim, walk or operate unattended and invisible from the surface. Great strides have been made in underwater cutting and welding methods.

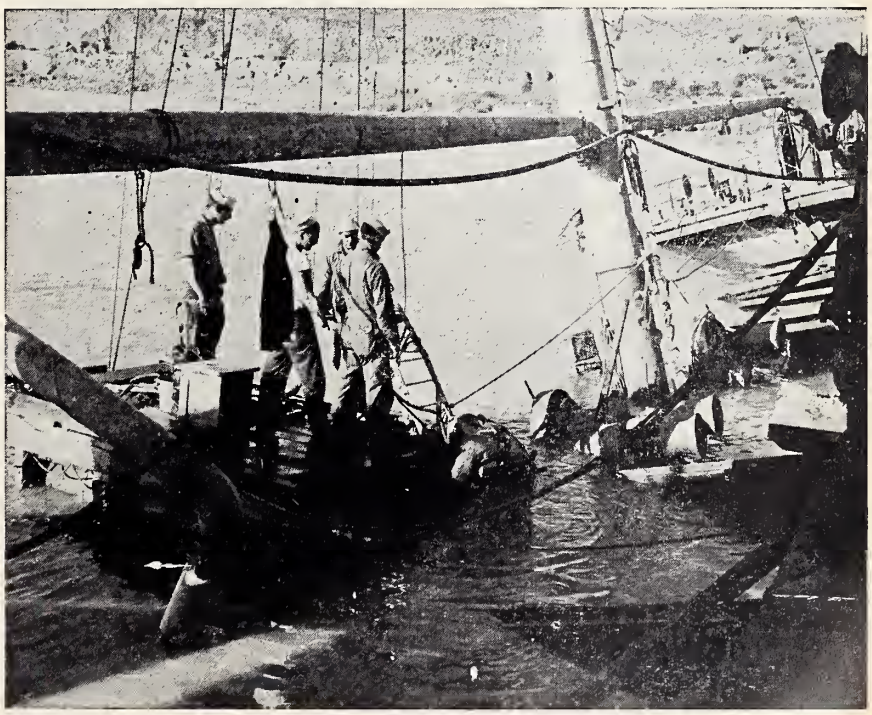
Another responsibility of BuShips will be a program for the laying-up of naval vessels in the immediate post-war era. The bureau is in the process of establishing such a program in order to avoid the tragic and wholesale deterioration of combatant and merchant vessels following the last war.

Among the principal features of this program is a plan whereby the interiors of naval ships are to be dehumidified and preservatives applied to the parts of the ships exposed to the elements. The object is the protection of the ships, their equipment and certain semi-perishable stores from deterioration, so that they may remain laid-up for years, serviced only by a skeleton maintenance crew, and yet be capable of moving off to sea on short notice. Successful accomplishment of the laying-up program will insure retention in "cold storage" of the world's most powerful fleet.

Such, then, is the job of the Bureau of Ships—the job of designing, constructing and maintaining all the many and varied types of naval vessels needed by our Navy to fight a world-wide war. To meet the growing needs of such a program BuShips itself has grown, until today it is the largest bureau of the Navy. Three years ago the bureau was staffed by 150 officers and 1,200 civilian employees. Today, in Washington alone, it has more than 5,000 officers, enlisted personnel and civilians.

What the future will require in the way of new fighting ships and equipment is, of course, unknown; for the needs of the war change with each new strategic development. When the submarine threat was at its peak, the demand was for antisubmarine vessels, and the destroyer escort vessel and auxiliary aircraft carrier were developed. When the necessity for amphibious operations became apparent, landing craft of various types were developed. The challenge of the coral reefs of the Pacific was met by the amphibian tractors.

And in the future, unquestionably, new needs will arise and challenging demands will be made on the Navy's naval architects and marine engineers. Whatever may be those needs and demands, past performance guarantees that BuShips will meet them with ships that will carry out their assignments—ships truly "fit to fight."



Official U. S. Navy photograph

SALVAGE: Divers work on waterfilled hull. More than 600 million dollars' worth of shipping has been saved by recovery operations.

Radio Programs Served on a Platter



Photograph by Armed Forces Radio Service

"Command Performance" cast: Cass Daley, Dick Haymes, June Allyson, Sterling Holloway, Barbara Stanwyck, Linda Darnell, Errol Flynn.

AFRS Records Them So Personnel Overseas Can Now Get Radio Entertainment on Regular Basis

SUPPOSE you could listen to the radio and hear announcements like this:

"You have been listening for the last half-hour to the Jack Benny program. We will now present the Fred Allen program, to be followed immediately by a half hour of Edgar Bergen and Charlie McCarthy. After that you will hear Frank Sinatra, Dinah Shore and Bing Crosby singing as a trio; Babe Ruth and Joe Louis with the latest sports news; your favorite hot band playing an all-request program; the musical score of the latest Broadway show, and a dramatization of a new Hollywood movie. There will be no commercial announcements."

Right out of this world? No; just out of the country. A line-up like this is becoming part of the daily entertainment diet for thousands of servicemen overseas, and it is being extended as rapidly as possible to naval personnel afloat and at some advance bases.

What's more, you'll even be able to hear programs like that *without* a radio.

It's all part of the job being done by Armed Forces Radio Service to bring radio entertainment programs to men overseas. Recordings of top-notch air shows are being distributed in increasing numbers throughout the fleet, and can be played on turntables or over PA systems aboard ship.

Not to be confused with the V-Discs also being distributed now (see INFORMATION BULLETIN, June 1944, p. 16), the AFRS transcriptions are not phonograph records but transcriptions of actual radio programs, recorded on discs and played on 33⅓ RPM turntables. They are distributed every week in packages that contain 25 solid hours of radio entertainment.

Two main types of program are now being made available to naval personnel through these transcriptions: regular network commercial broadcasts, such as those featuring Benny, Allen, Hope and others; and the special programs created for the armed forces overseas by AFRS, such as *Command Performance, Mail Call, GI Jive* and almost a score of others.

The records play 15 minutes on each side, so that one transcription (two sides) takes care of a complete half-hour program, enough to catch most of the leading shows today. The necessary 33⅓ RPM turntables can be found on most ships, especially those having a Type "F" .35-mm. sound-strip-film projector.

Material used for making the transcriptions is vinylite, a critical material but one that has excellent reproducing qualities and other virtues that make it eminently suitable for overseas. Its main advantage is that it is almost unbreakable. It is flexible, and almost impervious to heat or cold. V-Discs are made of the same material.

Regular network programs — the kind you used to tune in at home— are taken off the air each week by recording apparatus and transcribed on large 16-inch records, with the commercials eliminated. Space left by elimination of the commercials is filled in by music or other material.

The programs are also checked for topical references that might be out of date when heard later via transcription. A program built around Christmas might fall flat on its turntable if you heard it a month or two later.

The special armed forces radio shows, many of which rate high on soldiers' and sailors' own personal hit parade, are produced by AFRS in Los Angeles. They include *Command Performance, Mail Call, GI Jive, Sugar Report, Jubilee, GI Journal, Personal Album, Yarns for Yanks, Front Line Theatre, Are You a Genius?, Sports Interview, Yank Swing Session, Downbeat, Great Music, Sound Off, Melody Round Up, Show Time, Music for Sunday* and *Hymns from Home.*

Top stars of stage, screen and radio lend their talents to these for free, and many of the best writers and producers in the radio business work on producing them. These include writers and producers for such shows as Jack Benny, Bob Hope, Burns & Allen, Abie's Irish Rose, Fanny Brice and Frank Morgan, Kate Smith and Eddie Cantor.

After the shows are "put on wax" in the Los Angeles studios, the transcriptions are sent to San Francisco and New York, where they are beamed out over both oceans by short-wave.

However, naval personnel afloat often do not have a chance to catch these broadcasts, and that's where the system of sending around weekly packages of transcriptions comes in.

The transcriptions are prepared in units, or "packages," of 50 records (100 sides), enough to make a weekly entertainment schedule of 25 hours' playing time. Included also in the package is a suggested script for the announcer.

To date, these transcriptions have gone mostly to the fleet and a few advance bases, as most shore establishments have other opportunities for picking up radio entertainment and shortage of materials and equipment has made wider distribution impossible so far, although the service is being increased. Incidentally, submarine crews have No. 1 priority on the transcriptions.

Aboard ship there are two ways you can hear the AFRS shows: (1) by direct short-wave broadcast, as picked up by radio and piped over the ship's public-address system and (2) via the transcriptions, which can be played at any time by just putting them on the turntable and playing them over the PA system.

The Navy is currently issuing about

15,000 of these recordings a month. In addition to these, it also gets a sizeable backlog of packages from the Army. The Army transcription package, aimed largely at radio stations ashore, consists of 84 records, or 42 hours. These are supplied to a chain of about 200 stations all over the world—some Army-owned, some commercially owned, a couple Navy-owned. Each "package" goes the rounds of a particular circuit, usually consisting of about five regular standard-wave stations.

Since the records are good for 100 playings, there's still plenty of life in them after they finish their Army circuit. They are then repacked for Navy units at sea. So, between the Navy's own 15,000 recordings and this extra backlog picked up from the Army, a large batch of radio recordings is now wending its way toward the fleet regularly.

Among the more popular AFRS programs is *Command Performance*, the first program to be produced exclusively for the armed forces. A serviceman's request to hear Carole Landis sigh—to hear Jascha Heifetz and Jack Benny in a fiddle duet—to hear Lana Turner fry a steak—all are answered on *Command Performance*.

Top fan-mail puller, though, is *GI Jive*, a quarter-hour six-times-a-week show that features hot music from the greatest swing bands in America: Harry James, Tommy Dorsey, Count Basie, Duke Ellington, Artie Shaw, Fred Waring, Cab Calloway, Louis Armstrong, Benny Goodman and others. The bands play requests sent in by servicemen.

Another top program in popularity is *Mail Call*, a variety extravanganza featuring the stage, screen and radio personalities requested by the men overseas. Other familiar shows are *GI Journal*, for which servicemen all over the world submit gags, poems and stories; *Personal Album*, which features their favorite singing stars; *Front Line Theatre*, dramatizations of Broadway shows; *Hymns from Home*, which is just that; *Jubilee*, an all-Negro show on which a typical line-up might be: Louis Armstrong and his band, singer Lena Horne, dancer Bill Robinson, pianist Art Tatum, comedian "Rochester," etc.; and *Are You a Genius?*, a quiz program testing the serviceman's knowledge.

Originally an Army operation, AFRS invited the Navy to participate earlier this year, and a Navy unit has accordingly been set up at Los Angeles (PuPers Circ. Ltr. 236-44, NDB 1 Sept. 1944, 44-1001). Distribution of AFRS transcriptions to naval forces afloat and beyond the continental limits of the U.S. is handled, for the Pacific, by Commander, Subordinate Command, Service Forces, Pacific, and for the Atlantic by Commander, Service Forces, Atlantic. Administrative and operational control is under the Special Services Division of BuPers.

A large number of turntables have already been made available for distribution through the Service Forces. It is anticipated that within the near future dual-speed 33⅓ and 78 RPM machines will be carried in stock in at least one naval supply depot on each coast, and as soon as these machines become available notification will be given to the fleet.

Requests from Servicemen Overseas Bring Many Stars to AFRS Mike



DUO, SWEET: Nelson Eddy and Jeanette MacDonald sing requests sent in to "Mail Call."



DUO, SOUR: Danny Kaye winces at "Mail Call" rehearsal as Jack Benny massacres "The Bee."



PIN-UP EDITOR: Betty Grable, as guest editor of "GI Journal," answers overseas mail by radio.

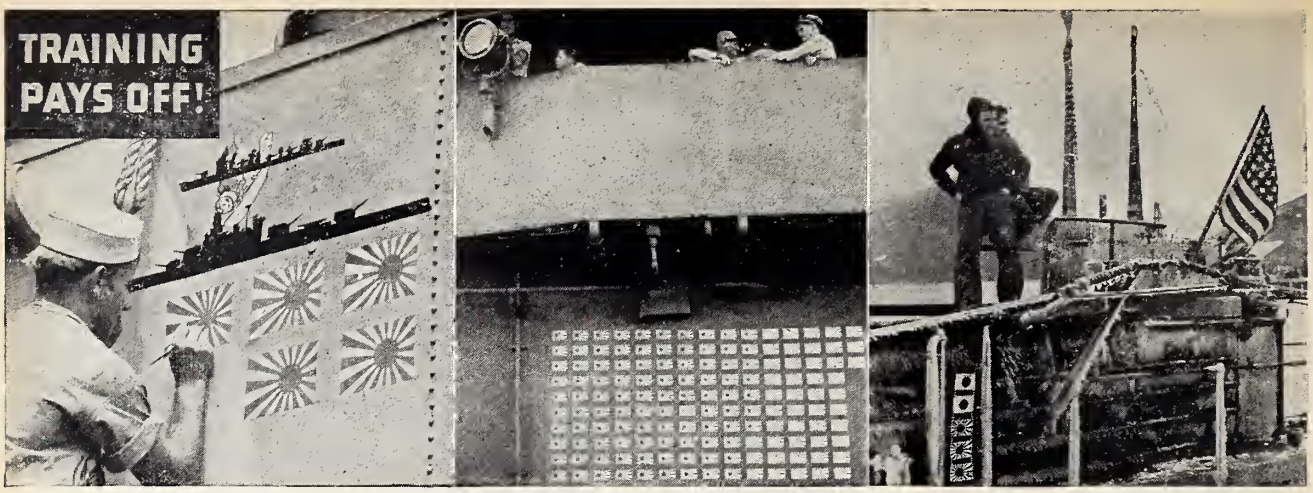


IF GI'S WANT a trio made up of Sinatra, Vallee and Gloria De Haven, "Mail Call" obliges.



Photographs by Armed Forces Radio Service

SHORT SNORTERS compare bills when Dr. Wassell joins program with Joan Blondell, James Melton.



Official U. S. Navy photographs

ON SEA: Proudly painting his destroyer's score against a Jap force, this seaman chalks up 5 enemy planes, a destroyer and a cruiser.

IN THE AIR: Scoreboard of a carrier tells toll of its planes and guns—143 Japs. (On bridge, Vice Admirals Mitscher, McCain).

AND BELOW: Back to its Arctic port after a Pacific patrol, U. S. sub shows "clean sweep": 3 Jap warships, 2 merchant ships.

Producing Fighting Men

Navy's Success, Says Secretary, Is Result of Training Program, The Effectiveness of Which the Enemy Has Learned to His Cost

Building the world's biggest fleet (see page 2) was only part of the job of making America the mightiest naval power in all history. An equally important part was to man that fleet with trained personnel. The following statement on the Navy's training task and achievements, containing many figures not previously announced, was issued last month by Secretary of the Navy James Forrestal.

During the past fiscal year ending June 30, 1944, the Navy trained 1,303,554 personnel, manning 4,063 new vessels—or 11 ships each day—plus more than 20,000 landing craft and keeping pace with the Naval Air Arm which doubled the number of planes on hand.

The magnitude of the Navy's training task stems from the necessity of manning the world's greatest naval force predominantly with men who have had no previous seagoing experience. Of a total of 2,987,311 personnel in the Navy on June 30, less than 12 per cent were in the service prior to Pearl Harbor and 2,478,002 or approximately 83 percent are members of the Naval Reserve.

In addition to continuing the extensive training of personnel now in the service, the Navy will be required, in the current fiscal year, to train approximately 600,000 new personnel who are expected to be drawn into the service from civilian life by June 30, 1945. The collapse of Germany will result in no curtailment of the Navy's training program. The continued successful prosecution of the war against Japan will require, according to present estimates, that the Navy continue to expand until it reaches a strength of 3,389,000 by June 30, 1945.

The complexity of the Navy's training activities is reflected in the fact that new personnel must be trained to proficiency in more than 450 enlisted specialties and petty officer ratings which are indispensable to man, fight and maintain the highly complicated mechanism of a modern Navy.

The measure of the Navy's training accomplishment depends upon whether men are ready and trained to man the ships and planes as they come off the ways and out of the factories. The evidence of success lies in the fact that no vessel or unit has been delayed in commissioning through lack of trained personnel. In two and one-half years the Navy has trained the greatest citizen naval force in history. And it has produced seasoned reserve personnel with extensive combat experience.

The training of the Navy of 1944 has been achieved by a great expansion of the Naval training establishment, the channeling of aptitude by careful selection and classification of previously acquired civilian skills and abilities, standardized curricula, practical instruction, the use of training aids, and intensified team training of groups ashore prior to duty afloat and abroad.

Prior to the inception of the Navy's intensive shipbuilding program in 1940, the Navy had in operation a training establishment which consisted of approximately 75 schools with an average attendance of 10,000 personnel. In addition the Navy operated two air training schools with an attendance of 865 men which produced an average of 350 pilots a year.

The Navy now has a total of 947 schools with a daily average attendance of 303,000 personnel.

Up to the end of 1943-44 fiscal year, of this number 136 were basic and advanced air training schools with an average attendance of 35,000 and a monthly output of 1,700. It is estimated that the Navy spends close to $30,000 on the training of each Naval aviator who is in training for 18 to 24 months.

The Navy's schools for training officers and officer candidates fall into two groups.

1. Six Naval Reserve Midshipmen's Schools have sent a total of 41,689 deck and engineering officers to duty assignments throughout the Naval establishment. These schools, established since 1940 for the training of officer candidates from civil life and from the enlisted ranks, are the Navy's principal source of young, seagoing officers and 95 per cent of their graduates are serving at sea.

2. With the knowledge that Selective Service would in time sharply diminish or eliminate the supply of young men between the ages of 18 and 21 years upon which the Navy would have to depend for additional officer candidates, the Navy on July 1, 1943, instituted the Navy College Program (V-12) for the preliminary training of young officer candidates. At this time the Navy College Program (V-12) is operating 264 units at

202 colleges and universities and has a current attendance of 65,000 officer candidates. Since the establishment of the V-12 program, it has delivered more than 23,000 qualified officer candidates to the Reserve Midshipmen's Schools, Supply Corps Schools and Marine Officer Candidates' Schools. In addition to this number, 2,600 officers were commissioned directly from Naval Reserve Officer Training Corps, now a part of the V-12 program, and the medical and dental schools have supplied the Navy with 1,400 doctors and dentists.

Of the Navy's training schools, 310 are devoted to the instruction of enlisted personnel. These schools also fall into two groups.

1. Recruit training—or "boot" training—is provided to new enlisted men at seven of these training activities which have a total attendance of 219,387 and which in the past year passed 1,046,912 into service or into advanced enlisted training schools.

2. For the purpose of providing advanced instruction for enlisted specialists, 305 of these schools are maintained with an average capacity of 168,482 men and an output last year of 383,689 specialists.

During peacetime an average of four years was required to train a petty officer, third class. A young officer was not usually assigned to take a deck watch under way until he had spent two years at sea following his four years at the Naval Academy. Today, by the utilization of civilian skills and by intensification of training, petty officers, third class, are sent to specialized duty as early as seven months after their first enlistment, and young officers stand watch in the vessels for which they have been qualified in an average time of six months. By the continuation of training at sea it has been possible to develop seasoned veteran personnel in a matter of months rather than years.

Since Naval Reserve personnel must be essentially specialists the Navy's method of classification and selection is of primary importance to a highly geared training program. A series of tests, based upon the type of duty to be performed in the Navy, is given to each recruit to determine his general classification, abilities, aptitudes, and any knowledge of specific work. Through a system of personal interviews these tests are supplemented by considering the background and experience of the individual so that the special qualifications of each recruit may be evaluated. This information, indexed and recorded, is used in establishing quotas for the detail of men to service schools or to any other duty for which they seem best qualified.

Class work study and workshop or laboratory application at training schools is in all cases augmented by the extensive use of training aids such as posters, graphs, pamphlets, models, photographs, strip films, recordings, and motion pictures. The wide use the Navy has made of training aids is reflected in the figures on motion pictures and strip films. The Navy has used more than 5,000 separate film subjects and has distributed more than 1,000,000 prints of photographic film. Most of the principal classes of naval vessels carry extensive libraries of basic training motion picture and strip films—in the case of a major combatant ship as many as 500 separate titles—and instruction by use of these films continues until the vessel enters combat. Visual education is used to establish basic doctrine in such new fields as amphibious warfare, to standardize procedure and to save training time—in some cases between 25 per cent and 50 per cent—by visual presentation of complicated mechanisms and processes. The Navy considers motion pictures an invaluable aid, rather than a substitute, for training.

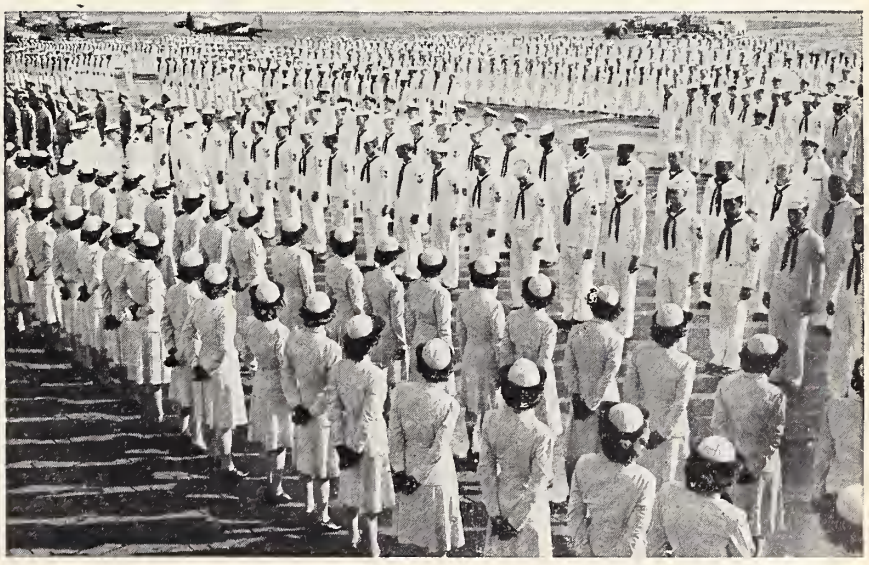
To give crews actual experience in shipboard and combat conditions without unduly drawing combatant vessels and equipment from the war zones, elaborate models, simulated battle conditions on typical beachheads, special devices for surface and air navigation and hundreds of other aids are employed.

The magnitude of the shipbuilding program and the urgent need for crews with maximum team training before going to sea made advisable the establishment in January 1943 of operational and precommissioning training activities, a development unique in Naval instruction methods. Instead of sending officers and men already skilled in a specialty directly to sea after preliminary training at officers and enlisted service schools, naval personnel are assigned to train as teams ashore at operational and precommissioning training activities.

Prior to the commissioning of a new vessel the new crew is assembled and becomes a ship's organization on land. Composed of a nucleus of experienced personnel drawn from the fleet and the remaining personnel direct from training schools with no previous sea or combat experience, the men of the crew live together and in all respects operate together as if in fact they were at sea. As members of teams who will later serve together in combat, officers and men are given advanced training in the scores of specialties required to master the complicated mechanism of the modern naval vessel. It is the responsibility of the veteran personnel to bring the new men, lately from indoctrination and training schools, quickly to the high point of efficient team operation which conditions in action require. As a result, when assigned to their new vessel, members of the crew possess far more practical training as fighting units than was possible under previous methods of instruction ashore.

At the outset of its program to build the greatest fleet in history the Navy had had no previous experience to indicate whether it was possible in limited time to train to expert proficiency the large number of civilian reserves necessary to man the great new sea and air force. But the job is being done. The trained competence of Naval officers and men afloat and their ability to learn quickly and to work and fight together with skill and courage are reflected in the commendatory reports of commanding officers. Their quality is being demonstrated in combat. The Japs know it.

The success of the Navy in the war to date is a direct result of the high state of training of its officers and men. The Navy's training system has not only taught naval skill but in a greater accomplishment has produced seasoned fighting men.



Official U. S. Navy photograph

"THE GREATEST citizen naval force in history" has been trained in 2½ years. Above: men and Waves line up for Captain's inspection.

'Should I Transfer to the Regular Navy?'

*(Many young reserve officers are considering this question. A flag officer, formerly a reservist himself, answers some candid questions in a way that may be helpful.—*ED.)

The other day a young officer in my command told me that he was thinking of attempting to transfer from the reserve to the regular Navy. He wondered if I would consent to answer a few frank questions which were bothering not only him but some other officers who were thinking of doing the same thing.

His first question, he said, would be the most important. I found it the easiest to answer.

"Since I am not an Annapolis man," he asked, *"will I find it more difficult to make my way among Academy men? Will I be discriminated against?"*

"Most emphatically not," I replied. "Far from being a disadvantage, I think it is almost an asset. You have no past record at Annapolis either to live up to or to live down. And furthermore, you are respected as a man who has paid for and received his education elsewhere, and yet has voluntarily chosen the Navy as a career."

"Does your own experience in the Navy bear that out?"

"It certainly does. I am not an Academy man myself. I entered the Navy as a reservist during the last war. After a short time as seaman second class I went to M.I.T. under a sort of counterpart of the present V-12 program. I received my wings at Pensacola and after a period as instructor I had duty overseas as a patrol pilot, test pilot and division commander in Ireland. In 1919 I was released to inactive duty.

"Nothing in my career in the Navy up to that time had made me regret that I was not an Academy man, and after a year of civilian life I decided to reenter the Navy, this time as a regular. I took the exams and was made a lieutenant. Since that time, at least 75% of the officers who served under me have been Academy men, and I believe I have had my full share of experiences, awards and advancement."

"Since I have been in the Navy, I have spent most of my time in one spot. What are my chances of getting around?"

"Being in aviation, I do not believe my travel has been as wide as the average general-service officer's. Nevertheless, it has taken me to all parts of the United States, to France, England, Ireland, South America, to such places as Samoa and the Fiji Islands in the South Pacific, to Hawaii, Alaska, Panama and Africa. I do not believe the average business or professional man has a chance to see such varied scenery."

"As a young man, naturally I want to get in something where there is a certain amount of adventure and pioneering. What are the chances of that?"

"An Aleutians expedition I went on is typical of the many things the Navy will have to do after this war. As a lieutenant commander in 1934, I commanded a group of seven officers and 66 enlisted men on a photographic and meteorological survey of the Aleutian islands. We spent most of the spring and all the summer there, cruising in and out of bays and fjords and flying over snow-capped mountains, gathering data on a part of the world which has proved to be of real use in this war.

"In 1922 another officer and I made the first transcontinental flight by a Navy plane, from San Diego to Washington, D. C. and return. In those days railroad stations did not paint the name of the town or city on their roofs and you had to dive and try to read the name on the side. The entire trip took 45 days. An entry in our report reads:

" 'In blimping the motor, care must be taken not to scare up any of the cows sleeping in the bushes as on rising suddenly they are likely to shove a horn through your wing.'

"All in all, I think I have flown some 275 types of planes —Army, Navy and civilian. I was in charge of the test section at Anacostia for about 18 months, and tested the Sikorsky—first of the large four-motored planes to be turned over to the Navy. In between, there were all sorts of experiments, such as photographing parachute jumps with motion-picture cameras attached to the jumper's chest, etc. But I think these examples are enough to show you that in peacetime there is nothing cut-and-dried about the life of a naval officer."

"Is the experience varied in an executive sense also?"

"I think so. In addition to commanding various squadrons and spending two summers at the Academy giving courses in flight familiarization to midshipmen, I spent two years as commander of a patrol wing, had command jointly of a naval operating base and a naval air station in Newfoundland, and for a year commanded the naval air station at Corpus Christi—hub of the largest naval air training center in the world."

"Apart from the possibility of combat, is there much difference in the life of a naval officer in wartime and peacetime?"

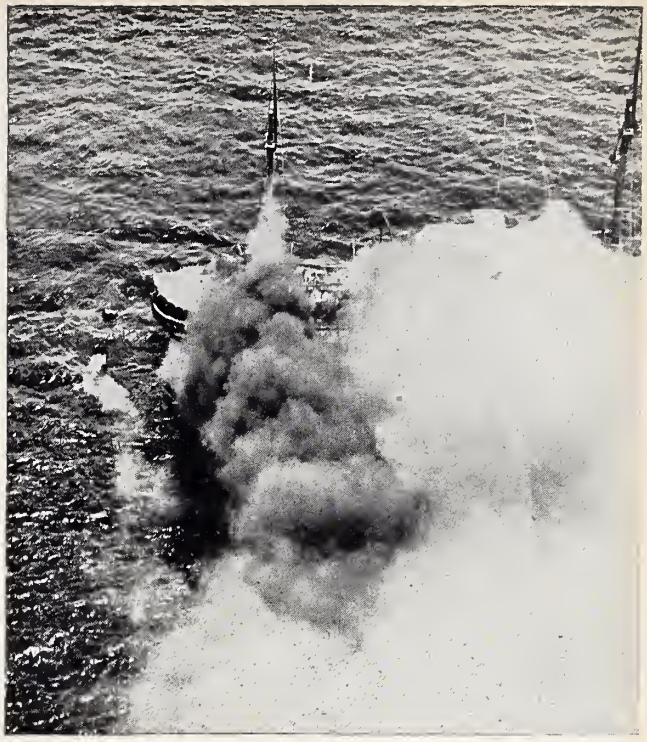
"An enormous difference. The bulk of the things I have described were done in peacetime. During those years you have more time for research and theory. It is a smaller, more highly specialized Navy. Advancement is slower but there is more prestige attached to rank. Most of these experiences occurred when I was a lieutenant. No less important is the question of fellowship. The pressure of war snows under that congeniality which exists among officers and their families in peacetime, and which has been one of the happiest parts of my experience in the service."

"One final question: salary. How does it feel to live all your life on Navy pay?"

"Certainly no one ever got rich on Navy pay. On the other hand, no one ever became poor. It is steady and provides security with which to raise a family if you care to. There is also a good pension system, which is something you cannot look forward to in most businesses and professions. And as a member of the armed forces, there are certain other financial advantages—taxes, travel, even retail discounts—that are yours.

"A commodore, with flight, longevity and overseas pay, earns approximately $10,000 a year. A married lieutenant, living in peacetime within the U. S. and not drawing flight pay, could count on a little over $300 a month. It is not a handsome remuneration, but it is adequate and it is assured. When you add to it all the things that cannot be measured in monthly pay checks—prestige, security, congeniality, usefulness, interest and travel—it is not too bad. But in the last analysis, you have to make up your own mind as to what you want most in life."





Liberators of VB 106 on reconnaissance patrol . . . And one of 43 Jap ships sunk by the squadron.

High Adventure Over the Pacific

Navy Airmen Tell of Torpedoing Jap Carrier Off Philippines, Of 'Marianas Turkey Shoot,' of Riding Flaming TBF Over Truk

Members of several Navy air groups and squadrons whose record of destruction will not soon be forgotten by the Japs have returned to the U. S. for leave and reassignment. Fresh replacements have already taken up where the returned airmen left off.

Units recently returned include:

• Air Group 24, which fought in a record 24 fleet air actions in 10 months in the Pacific, shot 36 Jap planes out of the air and strafed or bombed 69 on the ground, sank 16 enemy ships and damaged 22.

• Air Group 5, which destroyed or damaged 428 Jap aircraft and 59 ships, totaling 292,000 tons, and heavily bombed enemy shore installations while participating in all but one carrier raid in the Pacific from the assault on Marcus Island on 1 Sept. 1943 through the second attack on Truk on 29-30 April 1944.

• Air Group 30, which participated in nine carrier assaults during five months in the South and Central Pacific, chalking up a record of 219 enemy aircraft and 51 ships destroyed or damaged.

• Air Group 16, which shot down 150 Jap planes during 11 months in the Pacific and in just one of its attacks on enemy ships and bases from the Gilberts to the Marianas scored 16 direct hits on a Jap carrier in the Battle of the Eastern Philippines.

• Fighting Squadron 39, which specialized in "glide-bombing" and strafing the Japs still left on the unconquered islands of the Marshalls and is believed to have carried more bombs than any other fighting squadron in the Pacific.

• Bombing Squadron 106, which flew 1,262 sorties totaling 16,000 hours in seven months of patrol duty, sank 43 Jap ships, damaged 54, destroyed 20 enemy planes and probably destroyed 39 more.

• Patrol Squadrons 14 and 53, which rescued 79 Navy, Army and Marine aviation personnel shot or forced down in the Pacific.

• Bombing Squadron 98, which damaged 25 Jap ships, scored 85 hits on enemy antiaircraft guns and knocked out 41 planes in 7,200 hours of combat flying while making 1,750 sorties against the Japanese in 32 weeks in the Solomons.

• The "Empire Express," a task unit of Fleet Air Wing 4, whose PVs, in nine months' operations in the Aleutians, flew 78 successful sorties against Paramushiru, dropping 156,000 pounds of bombs on enemy installations.



Official U. S. Navy photographs

TOP-SCORING fighter pilot of the Navy, Lieut. Alexander Vraciu Jr., USNR, formerly squadron leader of Air Group 16, steps from Hellcat showing his record of 19 Jap planes shot down.

* * *

In the Battle of the Eastern Philippines on 19 June, one of the latest actions in which any of the returning units participated, three TBFs of Air Group 24 slugged it out with a 28,000-ton Jap aircraft carrier and won by a knockout.

The enemy fleet, after a futile attempt to prevent the capture of Saipan, was on the run with Task Force 58 in pursuit. When the U. S. force came within long-range striking distance—250 miles—the order to man

the planes and attack was given. Air Group 24, operating from a small carrier, had four Avengers available; the rest were out on other missions.

The four planes joined other aircraft and flew to the enemy. Sighting the Japs, the four planes from Group 24 dived in formation on a large carrier-battleship force which was as yet untouched by other attacking planes. The four planes went in alone, without benefit of fighters or divebombers to divert the Japs. They were greeted by an intense antiaircraft barrage.

One of the four planes became separated from the formation in a cloudbank. The other three picked out an aircraft carrier of the *Hayataka* class and headed for it—fanning out to approach the target from three different quadrants so that, no matter which way the carrier turned, she couldn't avoid the torpedoes.

Enemy fire tore into one of the Avengers, breaking off part of a wing and setting fire to the fuselage. The gunner and radioman bailed out. The pilot continued toward the target and unloaded his torpedo in perfect position for a hit.

The other two planes came in fast and also dropped their torpedoes. Underwater explosions and large columns of smoke followed.

Meanwhile, the gunner and the radioman who had bailed out floated down in the middle of the Jap fleet. "They shot at us all of the way down," said the gunner later, "but luckily we only had a thousand feet to fall."

In the water, the pair was nearly run down by a battleship. They saw violent explosions when the torpedoes from their squadron struck home. Later they saw the carrier down by the bow to such a degree that the propellers were visible. They were picked up the next day by a U. S. rescue plane.

The fourth TBF, the one that had become separated from the others early in the battle, went on to launch its torpedo at a small enemy carrier with unobserved results. It then ran out of gas and landed in the water. The pilot and crewmen took to life rafts and were rescued next day.

Only one of the planes was able to get back and land on the small U. S. carrier. Another came down on the water nearby without loss of personnel. The pilot whose crewmen bailed out is listed as missing in action.

* * *

To the pilots of Air Group 16 the air battle for Saipan will always be known as the "Marianas Turkey Shoot." Japanese planes dropped so fast, they say, that some of the enemy pilots became panicky and parachuted from their planes before Navy flyers could shoot them down.

Officers of the returned group tell of Ens. Edward G. Wendorf, USNR, who joined a flight of enemy planes, discovered his mistake and had to shoot his way out. In doing so he brought down two Zeros.

They recall, too, the adventures of Lt. (jg) Clyde L. Brown, USNR, who found his plane on fire during an attack on Guam. The blaze became so intense that his rear gunner was forced to climb out of the cockpit and ride the plane "piggy back" until they could land in the water 1,500 yards off the island. Shore batteries immediately began firing on them, but a Navy scout plane hazarded the barrage to land and rescue them.

The pilot of the rescue plane later proved to be a former flight student of Lieutenant Brown's.

* * *

It was during the raid on Truk on 16 February that the Grumman Avenger torpedo plane from Air Group 5 piloted by Ens. L. E. Benson, USNR, was jumped by three Jap fighter planes.

William J. Moak, AMM2c, USNR, was manning the turret of the TBF, desperately trying to ward off Jap planes.

The enemy fighters made 15 passes at the lone Avenger. On the second try, gunfire struck the side of Moak's turret, spewing glass and metal splinters over him, wounding him in the right arm and side of his face and temporarily blinding his right eye.

Ensign Benson immediately dived the plane to near water level. His evasive action was so violent that Moak's ammunition was thrown out of its boxes. Meanwhile the ammunition feed of the gun kept jamming. Moak could fire only by holding the ammunition with his good arm and firing with the wounded one. Still the Japs kept diving.

Moak fired whenever his gun would work and, just as a Jap was passing overhead, scored a hit. He didn't have time to see the results of his marksmanship, however, because he saw smoke coming from his own plane. Quickly he climbed down from the turret and discovered that another Jap shell had torn a two-foot hole in the fuselage. It had started a fire and mortally wounded the radioman. Moak pulled the wounded man out of the fire, beat out the flames and returned to his turret to fire more blasts at the enemy.

Twice more he returned to the smoking fuselage to try and quell the recurring fire. Once the .30-cal. ammunition for the tunnel gun began to explode from the heat. With his bare hands Moak pulled out the exploding cartridges. He shoved all of the burning material out through a hole and went back to his gun.

Ensign Benson finally brought the plane back to his carrier and made a crash landing. As he and the gunner stepped onto the deck the pilot called Moak aside and said:

"Bill, I just wanted to tell you, that Jap you hit went down in the drink and you scared the others off."



Official U. S. Navy photograph

PILOTS AND AIRCREWMEN of Air Group 24's torpedo squadron pose beside TBF after Battle of Eastern Philippines, in which they torpedoed a Jap carrier. Inset photograph is of pilot missing in action. One aircrewman, slightly wounded in the attack, is not shown.

'I Was Only the Quarterback'

THE AUTHOR *of this article, whose home is in Salt Lake City, Utah, won considerable national attention, and was awarded the Navy and Marine Corps Medal, for performing an appendectomy aboard a U. S. submarine in enemy waters. Feeling that in all previous accounts the whole point of the episode was missed, he sets the record straight.*—ED.

By Harry B. Roby, CPhM, USNR

NOT so long ago I performed an appendectomy aboard a submarine. The episode was dramatic enough to all of us; but when the emphasis was placed on the drama, I think the whole point of the happening was lost.

To me that episode was just another instance in which a submarine crew met an emergency—together. I was only the quarterback calling the play that day. There were quite a few of us who carried the ball.

For submarines the most meaningful word in the entire language of the sea is shipmate. "When a man goes aboard a submarine," they say, "he leaves his rate hanging on the gangway." When there is a job to be done, no matter what it is, everyone pitches in until it is accomplished. The appendectomy performed in enemy waters upon my shipmate, Bill Jones, was as much a bit of teamplay as was any of our many attacks on enemy ships.

Jones was soon well again after the operation and is still actively submarining as a torpedoman's mate. Use of sulfa drugs now obviates, in nearly all cases, the need of submarine appendectomies; but before the episode is buried forever in the trivia of this war, I wanted to set it straight.

The position of a pharmacist's mate in a submarine is an unusual one. Not only is he a submariner, skilled in technical things; he is the entire medical department.

In surface ships, where I have also served, each duty is allocated. In a submarine, the pharmacist's mate must be ready to meet a great variety of emergencies with tact and initiative.

On the same war patrol on which the appendicitis operation was performed on Jones, we rescued six Army flyers—a captain, two lieutenants and three enlisted men—from a bomber which had crashed.

The captain had a broken right arm and a dislocated shoulder, which had resulted from the jerk of his parachute when he and the others abandoned the flaming bomber. One of the lieutenants was suffering from shock and malaria. The other had serious burns. The three enlisted men, although they, too, had spent a considerable period in the water in a rubber boat, were not seriously hurt.

Here again I was indeed grateful for the excellent training which the Navy and the submarine service had afforded me—and for the fact that I could depend on my shipmates for help.

This time they surrendered 20 shoe buckles from those fancy, prized shoes that we call "shore-going shoes"—so called, I guess, because the men are always polishing them and planning what they will do in them the next time they get ashore. With those buckles and a piece of muslin I was able to fashion just the right sort of a makeshift sling and straps for the Army captain's arm and shoulder.

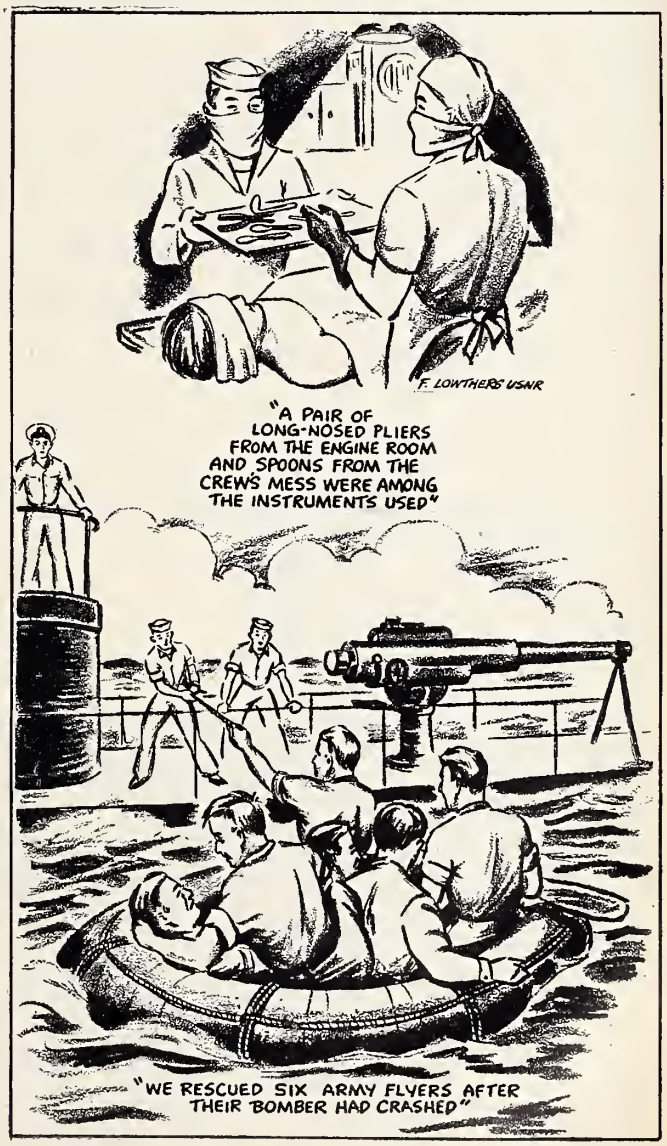
The job had to be done correctly, for the injured captain was not to see shore again for some weeks; once set, the break would be quite well knit before additional medical attention could be given the injuries.

With the help of several shipmates, I put the dislocated shoulder back into place. Then I set the broken bone. This done, I constructed the sling and straps and adopted a routine to make the captain comfortable while the healing process took place. At short intervals during each day I adjusted the straps, which were just perfect for this sort of situation. I gave the captain a rubber ball to clench in his fist so that he could keep the arm as limber as possible throughout the remaining weeks of our patrol.

When we made port after five weeks filled with action of every sort, the arm and shoulder were examined and, the doctors told me, were found to be in excellent shape; they would need no additional treatment except some therapy to get the arm back into top form. The others had responded well to treatment also.

Capability counts with every pharmacist's mate. That is why each submarine pharmacist's mate needs the greatest possible practical experience he can acquire. Above all, a pharmacist's mate in a submarine must have confidence in himself; but this is easy to acquire, since his shipmates will show such confidence in him.

Not only is his work the caring for injuries or wounds, but also the practice of preventive medicine. Each pharmacist's mate is entrusted with a crew whose health already is far above average. It is his job to safeguard this precious health, for health bears a definite relationship to morale.



RULES
FOR THE
REGULATION
OF THE
NAVY
OF THE
UNITED COLONIES
OF
NORTH-AMERICA;

Eſtabliſhed for Preſerving their RIGHTS and Defending their LIBERTIES, and for Encouraging all thoſe who Feel for their COUNTRY, to enter into its Service in that way in which they can be moſt Uſeful.

PHILADELPHIA:

Printed by WILLIAM and THOMAS BRADFORD, 1775.

WRITTEN BY A MAN WHO WAS TO BECOME OUR SECOND PRESIDENT, AND DISTRIBUTED AMONG OFFICERS OF THE FIRST CONTINENTAL NAVY, THESE RULES OF 1775 HAVE GOVERNED THE SERVICE FOR 169 YEARS AND REPRESENT THE FIRST PRINTED DOCUMENT ON THE U. S. NAVY.

THE NAVY

THE first U. S. equivalent of Task Force 58 was developed by George Washington . . . its first assignment was a high-seas highjacking operation against the British . . . and the first fleet to sail in the service of this country was manned by soldiers and led by Army officers!

These and many other interesting "firsts" of naval history are recalled by the recent discovery of an original copy of the first rules for the regulation of the Navy, originally printed in 1775.

Known as *Rules for the Regulation of the Navy of the United Colonies of North-America*, they represent the first printed document relating to the United States Navy. They are also the basis by which the service has been continuously governed for the 169 years of its existence.

Although the wording of the rules has long been known, of course, an actual original copy has not been in the possession of the Navy Department, and it was only recently that a copy was finally located in the collections of the Yale University Library.

Back in 1775, the year the rules were printed, this country not only didn't have a navy but there was considerable debate in the Continental Congress as to whether we should have one.

When the American Revolution broke out early in 1775, the presence of a British army at Boston, already on colonial soil, led to immediate organization of an army by the colonists. A navy obviously took longer to organize, but many soon saw that one would be needed.

The first agitation for it came from New England, where they had their hands full defending their coast against the raids of the British ships. As early as 11 July 1775, Josiah Quincy of Massachusetts wrote to John Adams (later to become our second President) in Philadelphia, urging a "Number of Vessels of War to be fitted out and judiciously stationed, so as to intercept and prevent any supplies going to our Enemies."

Rhode Island was already suffering serious annoyances from the British ships. On 15 June she had put two vessels in commission and had captured an armed tender of the British frigate *Rose*—the first authorized capture made by the Americans at sea during the Revolution.

From Rhode Island also came the first formal movement in behalf of a

THAT 'JUST HAPPENED'

George Washington's Floating Army, British Raiders and a Gunpowder Shortage Helped Bring About Both the Navy and The Rules by Which, 169 Years Later, It Is Still Governed

Continental navy. Meeting on 26 August 1775, the Rhode Island Assembly declared that "building and equipping an American fleet, as soon as possible, would greatly and essentially conduce to the preservation of the lives, liberty and property of the good people of these Colonies."

Rhode Island therefore instructed her two delegates to the Continental Congress to "use their whole influence . . . for building at the Continental expense, a fleet of sufficient force for the protection of these Colonies, and for employing them in such manner and places as will most effectually annoy our enemies, and contribute to the common defence of these Colonies."

The two Rhode Island delegates presented these instructions to the Continental Congress on 3 October. Two days later, the Congress got wind of a piece of news that was to give it the needed push toward acquiring a navy.

Some letters from London were read to the Congress, breaking the news of "the sailing of two north country built brigs, of no force, from England, on the 11th of August last, loaded with arms, powder, and other stores, for Quebec, without convoy."

If there was anything the colonists were short of, it was arms and gunpowder. Congress at once saw the importance of capturing these vessels, and a motion was made that a committee of three prepare plans for intercepting the brigs, and that they "proceed on this business immediately."

HERE IS AN INTERESTING FOOTNOTE TO NAVY DAY THIS YEAR, THE STORY OF WHAT OUR FLEET WAS LIKE WHEN IT FIRST BEGAN, 169 YEARS AGO. DISCOVERED ONLY RECENTLY, THE ORIGINAL NAVY REGS DESCRIBED HERE WERE PRINTED WITHIN A FEW WEEKS OF THE DATE NAVY DAY COMMEMORATES—27 OCTOBER 1775.

Opposition to this motion, John Adams reported in his autobiography, was "very loud and vehement." It was, the opponents argued, "the most wild, visionary, mad project that ever had been imagined." It was "an infant taking a mad bull by the horns." It was said that it would "ruin the character and corrupt the morals of all our seamen. It would make them selfish, piratical, mercenary, bent wholly upon plunder, etc. etc."

Friends of the motion countered with "the great advantages of distressing the enemy, supplying ourselves, and beginning a system of maritime and naval operations."

The motion was passed, and a committee formed of three members, including Adams. The committee reported the same day and Congress decided to write a letter to George Washington directing him to obtain from the Council of Massachusetts two of that state's cruisers, and proceed against the British ships.

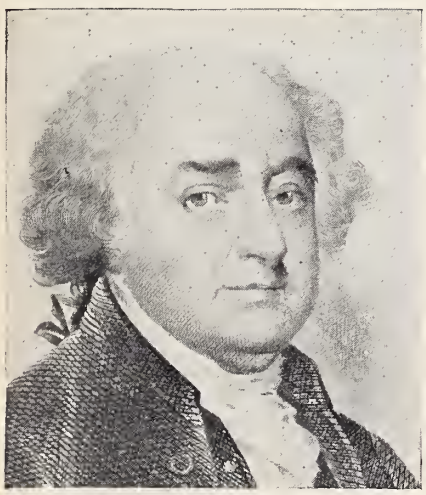
However, Washington was a jump ahead of the Congress. While the Congress was debating whether to intercept the British ships, and if so, how many ships to authorize and fit out, Washington had already found himself forced into the position of creating a navy on his own.

He needed to prevent reinforcements from reaching the enemy at Boston. Also, with his own forces short of gunpowder, he saw a possible source of this in the British ships bringing supplies across the ocean. On 2 September therefore he instructed Nicholson Broughton to proceed in the schooner *Hannah* on a cruise against "such vessels as may be found on the high seas."

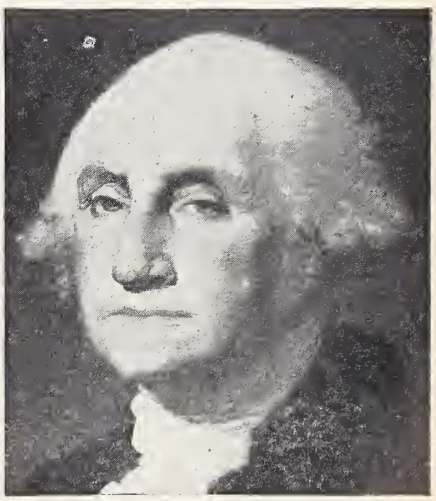
A month after the fitting out of the *Hannah*, Washington began to add to his naval force, and on 4 October he appointed agents to equip two vessels at Salem, Marblehead or Newburyport.

At the time Washington received the Congress' letter of 5 October, directing him to obtain two cruisers from the Council of Massachusetts, that colony had no armed vessels, so Washington sent the schooners *Lynch* and *Franklin* toward Quebec to head off the British. During October and November he added four other small vessels, the schooners *Lee*, *Harrison* and *Warren*, and the brigantine *Washington*. About the first of January the schooner *Hancock* was added.

The first armed vessels to sail under Continental pay and control were ac-



JOHN ADAMS, 22 years before he became second U. S. president, wrote the regulations that are the basis of today's Navy



GEORGE WASHINGTON, father of a fleet as well as a country, was first to send a U. S. "task force" against an enemy, in 1775.

tually those that composed this little fleet fitted out by Washington in the ports of Massachusetts during the fall of 1775. *

As these vessels were manned by soldiers and commanded by army officers, and were designed to weaken the army of the enemy by capturing his transports carrying supplies and troops, Washington was able to derive his authority for procuring and fitting out the fleet from his commission as commander-in-chief of the Continental Army.

Although there seems to be no indication as to whether Washington's captains actually got the two Quebec-bound brigs the Congress had written him about, the first important capture by this "soldier navy" was an exceedingly timely one. During the last days of November 1775 one of Washington's schooners, the *Lee*, captured the British brigantine *Nancy*. The *Nancy* had on board, among other stores, some 2,000 muskets, 100,000 flints, 30,000 round shot, more than 30 tons of musket shot, 11 mortar beds and a brass mortar weighing 10,000 pounds.

To have manufactured this much ordnance would have taken the Americans 18 months.

Meanwhile, the sentiment of the Continental Congress was moving rapidly towards the organization of a real navy. On 13 October it was decided to fit out two armed vessels, one of 10 and the other of 14 guns. The original estimate of expense was unsatisfactory and was recommitted. When again reported on 30 October, two more vessels were authorized, this time of not more than 20 and 36 guns, respectively.

The actual bill providing for the creation of an independent fleet had been received in Congress by the end of October 1775 (this event is commemorated by the annual Navy Day celebration on 27 October).

On 2 November the Congress voted $100,000 for the work of the Naval Committee, which was "to agree with such officers and seamen as are proper to man and command" the four vessels.

The first officers commissioned by the Naval Committee included a commander-in-chief (Esek Hopkins), four captains, five 1st lieutenants, five 2nd

* Not to be confused, however, with the first U. S. naval vessels officially purchased and fitted out by the Congress: the *Alfred, Columbus, Cabot* and *Andrea Doria.* The Continental flag was first hoisted over the *Alfred* on 3 December 1775. Incidentally, John Paul Jones did the hoisting.

RULES FOR THE REGULATION OF THE NAVY, &c.

ART. 1. THE Commanders of all ſhips and veſſels belonging to the THIRTEEN UNITED COLONIES. are ſtrictly required to ſhew in themſelves a good example of honor and virtue to their officers and men, and to be very vigilant in inſpecting the behaviour of all ſuch as are under them, and to diſcountenance and ſuppreſs all diſſolute, immoral and diſorderly practices; and alſo, ſuch as are contrary to the rules of diſcipline and obedience, and to correct thoſe who are guilty of the ſame according to the uſage of the ſea.

ART. 2. The Commanders of the ſhips of the Thirteen United Colonies are to take care that divine ſervice be performed twice a day on board, and a ſermon preached on Sundays, unleſs bad weather or other extraordinary accidents prevent it.

ART. 3. If any ſhall be heard to ſwear, curſe or blaſpheme the name of God, the Captain is ſtrictly enjoined to puniſh them for every offence, by cauſing them to wear a wooden collar or ſome other ſhameful badge of diſtinction, for ſo long a time as he ſhall judge proper:—If he be a commiſſioned officer he ſhall forfeit one ſhilling for each offence, and a warrant or inferior officer, ſix-pence: He who is guilty of drunkenneſs (if a ſeaman) ſhall be put in irons until he is ſober, but if an officer, he ſhall forfeit two days pay.

ART. 4. No Commander ſhall inflict any puniſhment upon a ſeaman beyond twelve laſhes upon his bare back with a cat of nine-tails; if the fault ſhall deſerve a greater puniſhment, he is to apply to the Commander in Chief of the navy in order to the trying of him by a court martial, and in the mean time he may put him under confinement.

ART. 5. The Captain is never by his own authority to diſcharge a commiſſion or warrant officer, nor to puniſh or ſtrike him, but he may ſuſpend or confine him; and when he comes in the way of a Commander in Chief, apply to him for holding a court-martial.

ART. 6. The officer who commands by accident of the Captain's abſence (unleſs he be abſent for a time by leave) ſhall not order any correction but confinement; and upon the Captain's return on board, he ſhall then give an account of his reaſons for ſo doing.

ART. 7. The Captain is to cauſe the articles of war to be hung up in ſome public place of the ſhip, and read to the ſhip's company once a month.

ART. 8. Whenever the Captain ſhall enliſt a ſeaman, he ſhall take care to enter on his books the time and terms of his entering in order to his being juſtly paid.

ART. 9. The Captain ſhall before he ſails make return to and leave with the Congreſs, or ſuch perſon or perſons as the Congreſs appoint for that purpoſe, a compleat liſt of all his officers and men, with the time and terms of their entering; and during his cruiſe, ſhall keep a true account of the deſertion or death of any of them, and of the entering of others; and after his cruiſe, and before any of them are paid off, he ſhall make return of a compleat liſt of the ſame, including thoſe who ſhall remain on board his ſhip.

ART. 10. The men ſhall (at their requeſt) be furniſhed with ſlops that are neceſſary, by the Captain or Purſer, who ſhall keep an account of the ſame; and the Captain in his return in the laſt mentioned article directed to be made, ſhall mention the amount delivered to each man in order to its being ſtopped out of his pay.

ART. 11. As to the term inferior officers the Captain is to take notice, that the ſame does not include any commiſſion nor any warrant officer, except the ſecond maſter, ſurgeons mates, cook, armourer, gun-ſmith, maſter at arms and the ſail-maker.

ART. 12. The Captain is to take care when any inferior officers or volunteer ſeamen are turned over into the ſhip under his command from any other ſhip, not to take them on the ſhip's

Though written in 1775, the sense of many of these articles can be found in Navy Regs today. An original copy was found only recently; this is its first magazine appearance.

lieutenants and three 3rd lieutenants. (Among them, as a 1st lieutenant, was one John Paul Jones, age 28.)

The Naval Committee had now commissioned officers, but did not as yet have any formal statement of how this new navy was to be organized. The first step in this was taken on 23 November 1775, when the Committee laid before Congress "a draught of rules for the government of the American navy, and articles to be signed by the officers and men employed in that service."

On the 25th and 28th these were debated by paragraphs and after slight amendment were adopted. Two days later the rules were ordered to be printed. By the 8th of December the printed rules were in the hands of the officers of the fleet.

Despite the speed with which the rules were compiled, the sense of many of the articles is still a living part of the United States Navy Regulations.

More than half the rules were concerned with the feeding, care, rights, duties and punishments of the ordinary sailors. Today's rules, expanded to several hundred pages, deal largely with officers and matters of administration.

The commanders of all ships and vessels were "required to shew in themselves a good example of honor and virtue to their officers and men." They were "to take care that divine service be performed twice a day on board, and a sermon preached on Sundays."

Sailors were to be punished for swearing by the wearing of a wooden collar "or some other shameful badge of distinction."

Rations were fixed for each day of the week (Saturday's: "1 lb. bread, 1 lb. pork, half pint peas, and four ounces cheese.") Each seaman was given a half-pint of rum a day, with a "discretionary allowance on extra duty and in time of engagement." The captain was ordered to have the provisions inspected, and "if the bread proves damp, to have it aired upon the quarter-deck or poop."

A pay table was also provided, according to which the monthly wages ranged from $32 for captains to $6.67 for able seamen and marines.

These rules, which were in force throughout the Revolution, and were readopted for the government of the new Navy under the Constitution, were drawn up by John Adams, and

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(5)

ſhip's books in a worſe quality or lower degree of ſtation than they ſerved in the ſhip they were removed from; and for his guidance, he is to demand from the commander of the ſhip from which they are turned over, a liſt under his hand of their names and qualities.

ART. 13. Any officer, ſeamen or others entitled to wages or prize-money, may have the ſame paid to his aſſignee, provided the aſſignment be atteſted by the Captain or commander, the maſter or purſer of the ſhip, or a chief magiſtrate of ſome county or corporation.

ART. 14. The Captain is to diſcourage the ſeamen of his ſhip from ſelling any part of their wages or ſhares, and never to atteſt the letter of attorney of any ſeaman until he is fully ſatisfied; the ſame is not granted in conſideration of money given for the purchaſe of his wages or ſhares.

ART. 15. When any inferior officer or ſeaman dies, the Captain is forthwith to make out a ticket for the time of his ſervice and ſend the ſame by the firſt ſafe conveyance to the Congreſs or agents by them for that purpoſe, appointed in order to the wages being forthwith paid to the executors or adminiſtrators of the deceaſed.

ART. 16. A convenient place ſhall be ſet apart for ſick or hurt men, to be removed with their hammocks and bedding when the ſurgeon ſhall adviſe the ſame to be neceſſary: and ſome of the crew ſhall be appointed to attend and ſerve them and to keep the place clean. The cooper ſhall make buckets with covers and cradles if neceſſary for their uſe.

ART. 17. All ſhips furniſhed with fiſhing tackle, being in ſuch places where fiſh is to be had, the Captain is to employ ſome of the company in fiſhing, the fiſh to be diſtributed daily to ſuch perſons as are ſick, or upon recovery, if the ſurgeons recommend it; and the ſurplus by turns amongſt the meſſes of the officers and ſeamen without favour or partiality, and *gratis*, without any deduction of their allowance of proviſions on that account.

ART. 18. It is left to the diſcretion of the Commander of ſquadrons to ſhorten the allowance of proviſions according to the exigence of the ſervice, taking care that the men be punctually paid for the ſame. The like power is given to Captains of ſingle ſhips in caſes of abſolute neceſſity.

ART. 19. If there ſhall be a want of pork, the Captain is to

(6)

to order three pounds of beef to be iſſued to the men in lieu of a two pound piece of pork.

ART. 20. One day in every week ſhall be iſſued out a proportion of flour and ſuet in lieu of beef for the ſeamen; but this is not to extend beyond four months victualling at one time, nor ſhall the purſer receive any allowanee for flour or ſuet kept longer on board than that time. And there ſhall be ſupplied once a year, a proportion of canvas for pudding bags, after the rate of one ell for every ſixteen men.

ART. 21. If any ſhips of the Thirteen United Colonies ſhall happen to come into port in want of proviſions, the warrant of a Commander in Chief ſhall be ſufficient to the agent or other inſtrument of the victualling to ſupply the quantity wanted; and in urgent caſes where delay may be hurtful, the warrant of the Captain of the ſhip ſhall be of equal effect.

ART. 22. The Captain is frequently to order the proper officer to inſpect into the condition of the proviſions, and if the bread proves damp to have it aired upon the quarter-deck or poop, and alſo to examine the fleſh caſk; and if any of the pickle be leaked out, to have new made and put in and the caſk made tight and ſecure.

ART. 23. The Captain or purſer ſhall ſecure the cloaths, bedding and other things of ſuch perſons as ſhall die or be killed, to be delivered to their executors or adminiſtrators.

ART. 24. All the papers, charter parties, bills of lading, paſs-ports and other writings whatever, found on board any ſhip or ſhips which ſhall be taken ſhall be carefully preſerved, and the originals ſent to the court of juſtice for maratime affairs, appointed, or to be appointed by Congreſs for judging concerning ſuch prize or prizes; and if any perſon or perſons ſhall wilfully or negligently deſtroy, or ſuffer to be deſtroyed, any ſuch paper or papers, he or they ſo offending, ſhall forfeit their ſhare of ſuch prize or prizes, and ſuffer ſuch other puniſhment as they ſhall be judged by a court-martial to deſerve.

ART. 25. If any perſon or perſons ſhall embezzle, ſteal or take away any cables, anchors, ſails, or any of the ſhip's furniture, or any of the powder or arms, or ammunition or proviſions of any ſhip belonging to the Thirteen United Colonies, he or they ſhall ſuffer puniſhment as a court-martial ſhall order.

ART. 26. When in ſight of the ſhip or ſhips of the enemy, and

"If the bread proves damp," says Article 22, the Captain shall "have it aired upon the quarter-deck or poop." Other articles show interest in seamen's care and rights.

"examined, discussed and corrected" by the Naval Committee.

That part of Adams' rules which constitutes the penal code of the Navy he obtained from "An Act . . . relating to the Government of his Majesty's Ships, Vessels, and Forces by Sea," passed by the British Parliament in 1749. In adapting the British code, however, he made it less stringent.

The rest of Adams' rules are, with minor changes and omissions, chiefly taken from the "Regulations and Instructions Relating to His Majesty's Service at Sea," of 1772.

Although the existence of these rules has been known and their wording has remained evident in the Navy Regs of today, no actual copy of the original has been available in the Navy Department.

The search for an original copy started in strange enough fashion. It was brought about by an inquiry from a man in Philadelphia who was writing a novel about one of the early naval captains. When his question was forwarded to the Office of Naval Records and Library, and an officer started to look up an original copy of the *Rules*, it was found that none existed in the Navy Department.

The search then led to the big main sources of such material—to the Library of Congress, the New York Public Library, the library of the Naval Academy. No copies there. The Union Catalogue of the Library of Congress, which lists the holdings of all major libraries, did not include the *Rules* among known holdings.

Bibliographies were tried, for these not only list known publications but tell where at least one copy may be found. Although many bibliographies listed the *Rules*, none of them indicated where a copy could be found.

The search next led to the semi-private libraries specializing in naval material and early American historical literature, as these are a source of rare publications unobtainable elsewhere.

From there on the search widened, and letters were addressed from time to time to booksellers throughout the country, inquiring if they possessed a copy or had heard anything of the possible whereabouts of the publication.

Long shot though this may have seemed, it did eventually lead to the final clue. A bookseller in a small Connecticut town replied that he had had such a copy, but that it was now in the possession of the Yale University Library.

Communication with Yale quickly verified the location of the book there, and with Yale's permission and cooperation the Navy Department was able to have the pages photographed so that facsimile reprints might be made. A limited edition of these has been issued by the Naval Historical Foundation, and the INFORMATION BULLETIN'S plates for this article have been made from the same photographs.

and at ſuch other times as may appear to make it neceſſary to prepare for engagement, the Captain ſhall order all things in his ſhip in a proper poſture for fight, and ſhall in his own perſon, and according to his duty, heart on and encourage the inferior officers and men to fight couragiouſly, and not to behave themſelves feintly or cry for quarters on pain of ſuch puniſhment as the offence ſhall appear to deſerve for his neglect.

ART. 27. Any Captain or other officer, mariner or others, who ſhall baſely deſert their duty or ſtation in the ſhip and run away while the enemy is in ſight, or in time of action, or entice others to do ſo, ſhall ſuffer death or ſuch other puniſhment as a court-martial ſhall inflict.

ART. 28. No perſon in or belonging to the ſhip ſhall utter any words of ſedition and mutiny, nor endeavour to make any mutinous aſſemblies upon any pretence whatſoever upon ſuch penalty as a court-martial ſhall inflict.

ART. 29. Any officer, ſeaman or marine, who ſhall begin to excite, cauſe, or join in any mutiny or ſedition in the ſhip to which he belongs on any pretence whatſoever, ſhall ſuffer death or ſuch other puniſhment as a court-martial ſhall direct.

ART. 30. None ſhall preſume to quarrel with, or ſtrike his ſuperior officer, on pain of ſuch puniſhment as a court-martial ſhall order to be inflicted.

ART. 31. If any perſon ſhall apprehend he has juſt cauſe of complaint, he ſhall quietly and decently make the ſame known to his ſuperior officer, or to the Captain, as the caſe may require, who will take care that juſtice be done him.

ART. 32. There ſhall be no quarreling or fighting between ſhip mates on board any ſhip belonging to the Thirteen United Colonies, nor ſhall there be uſed any reproachful or provoking ſpeeches tending to make quarrels and diſturbance on pain of impriſonment, and ſuch other puniſhment as a court-martial ſhall think proper to inflict.

ART. 33. If any perſon ſhall ſleep upon his watch, or negligently perform the duty which ſhall be enjoined him to do, or forſake his ſtation, he ſhall ſuffer ſuch puniſhment as a court-martial ſhall think proper to inflict, according to the nature of his offence.

ART. 34. All murder ſhall be puniſhed with death.

ART. 35. All robbery and theft ſhall be puniſhed at the diſcretion of a court-martial.

ART. 36. Any Maſter at Arms who ſhall refuſe to receive ſuch priſoner or priſoners as ſhall be committed to his charge,

or having received them, ſhall ſuffer him or them to eſcape, or diſmiſs them without orders for ſo doing, ſhall ſuffer in his or their ſtead, as a court-martial ſhall order and direct.

ART. 37. The Captain, officers and others ſhall uſe their utmoſt endeavours to detect, apprehend and bring to puniſhment, all offenders, and ſhall at all times readily aſſiſt the officers appointed for that purpoſe in the diſcharge of their duty on pain of their being proceeded againſt, and puniſhed by a court-martial at diſcretion.

ART. 38. All other faults, diſorders and miſdemeanors which ſhall be committed on board any ſhip belonging to the Thirteen United Colonies, and which are not herein mentioned, ſhall be puniſhed according to the laws and cuſtoms in ſuch caſes uſed at ſea.

ART. 39. A court martial ſhall conſiſt of at leaſt three Captains and three firſt Lieutenants, with three Captains and three firſt Lieutenants of marines, if there ſhall be ſo many of the marines then preſent, and the eldeſt Captain ſhall preſide.

ART. 40. All ſea officers of the ſame denomination ſhall take rank of the officers of the marines.

Art. 41. Every member of a court-martial ſhall take the following oath, viz. "You ſwear "that you will, well and truly try and impartially determine "the cauſe of the priſoner now to be tried according to the "rules of the navy of the United Colonies; ſo help you God." Which oath ſhall be duly adminiſtered by the Preſident to the other members, and the Preſident ſhall himſelf be ſworn by the officer in the ſaid court next in rank.

ART. 42. All witneſſes, before they may be permitted to give evidence, ſhall take the following oath, viz. "You ſwear, the "evidence you ſhall give in the cauſe now in hearing, ſhall be "the whole truth and nothing but the truth; ſo help you God."

ART. 43. The ſentence of a court martial for any capital offence ſhall not be put in execution until it be confirmed by the Commander in Chief of the fleet, and it ſhall be the duty of the Preſident of every court-martial to tranſmit to the Commander in Chief every ſentence which ſhall be given, with a ſummary of the evidence and proceedings thereon by the firſt opportunity.

ART. 44. The Commander in Chief of the fleet for the time being, ſhall have power to pardon and remit any ſentence of death that ſhall be given in conſequence of any of the aforementioned articles.

Some early echoes of "Rocks and Shoals" can be discovered in these provisions for punishment and court-martial. Note the familiar wording of the oath in Article 42.

SERVICE VOTING

List of Candidates for Federal Offices From States Authorizing Federal Ballot In the General Election of 7 Nov. 1944

(REPRINTED FROM NAVY DEPARTMENT SERVICEMAN VOTING POSTER NO. 4)

Instructions to voters:

1 WHAT THIS LIST SHOWS: This list is reproduced from Navy Department Serviceman Voting Poster No. 4, prepared by the War Ballot Office, Executive Office of the Secretary of the Navy, and mailed to all units and activities afloat and ashore overseas. The list gives the name, address and party of candidates for Federal office in states which authorize voting by Federal ballot as shown on the poster and of such additional candidates as are now available, but which were not available when the poster was printed.

2 HOW TO USE THIS LIST: In voting the Federal ballot you write in the names of the candidates of your choice. You therefore should know the names of all candidates for the Federal offices for which you can vote. This list gives their names. Choose the candidates for whom you wish to vote. You may vote for only one candidate for each of the offices listed, except in the case of New Mexico, which has two Representatives at Large. To vote for Representative in Congress (except Representative at Large) you must know the number of your Congressional District. Poster No. 3 (a map of the United States) shows your district. For additional instructions see Poster No. 5 (INFORMATION BULLETIN, Sept. 1944, p. 18). Like Poster No. 4, Posters No. 3 and 5 have been mailed to all units and activities afloat and ashore overseas.

3 OFFICES FOR WHICH THERE ARE NO CANDIDATES: This list includes all Federal offices for which there will be an election in November 1944 in each of the states shown below. In these states there will be an election in 1944 for U. S. Senator (full term) in only 12 states, for U. S. Senator (unexpired term) in only four states, for Representative at Large in Congress in only three states.

4 LIST OF CANDIDATES IN SOME STATES MAY BE INCOMPLETE. In order to get this list to you in time for you to vote the Federal ballot, it was necessary to print the poster before all the candidates had been determined. Similarly there may still be additional candidates certified after press time of this issue of the INFORMATION BULLETIN. Therefore, the lists of candidates from some states may be incomplete. Additional names, when received from the Commission, will be radioed overseas. Your Voting Officer will give you this information as soon as he gets it.

5 ORDER IN WHICH NAMES OF CANDIDATES ARE LISTED: The United States War Ballot Commission, in accordance with Federal law, requested the Secretary of State of each state shown on this list to furnish the names, addresses and parties of candidates for Federal offices in such states in the same text and order appearing on their respective state ballots. From the information furnished by the Secretaries of State, the Commission compiled lists of candidates. Following are those lists as received from the Commission.

CALIFORNIA

PRESIDENT AND VICE PRESIDENT
THOMAS E. DEWEY and JOHN W. BRICKER, Republican
FRANKLIN D. ROOSEVELT and HARRY S. TRUMAN, Democrat
CLAUDE A. WATSON and ANDREW JOHNSON, Prohibition

U. S. SENATOR (Full Term)
SHERIDAN DOWNEY, Laguna Beach, Democrat
FREDERICK F. HOUSER, Alhambra, Republican

REPRESENTATIVE IN CONGRESS

1st District
CLARENCE F. LEA, Santa Rosa, Democrat, Republican

2nd District
CLAIR ENGLE, Red Bluff, Democrat
JESSE M. MAYO, Angels Camp, Republican

3rd District
J. LEROY JOHNSON, Stockton, Republican, Democrat

4th District
THOMAS ROLPH, San Francisco, Republican
FRANCK R. HAVENNER, San Francisco, Democrat

5th District
RICHARD J. WELCH, San Francisco, Republican, Democrat

6th District
ALBERT E. CARTER, Oakland, Republican
GEORGE P. MILLER, Alameda, Democrat

7th District
JOHN H. TOLAN, Oakland, Democrat
CHESLEY M. WALTER, Piedmont, Republican

8th District
JOHN Z. ANDERSON, San Juan Bautista, Republican
ARTHUR L. JOHNSON, San Jose, Democrat

9th District
BERTRAND W. GEARHART, Fresno, Republican, Democrat

10th District
A. J. ELLIOTT, Tulare, Democrat, Republican

11th District
GEORGE E. OUTLAND, Santa Barbara, Democrat
FRED J. HART, Salinas, Republican

12th District
H. JERRY VOORHIS, San Dimas, Democrat
ROY P. MCLAUGHLIN, South Pasadena, Republican

13th District
NORRIS POULSON, Los Angeles, Republican
NED R. HEALY, Los Angeles, Democrat

14th District
WILLIAM D. CAMPBELL, Los Angeles, Republican
HELEN GAHAGAN DOUGLAS, Outpost, Los Angles, Democrat

15th District
GORDON L. MCDONOUGH, Los Angeles, Republican
JOHANNES NIELSEN-LANGE, Los Angeles, Prohibition
HAL STYLES, Los Angeles, Democrat

16th District
JESSE RANDOLPH KELLEMS, Bel Air, Los Angeles, Republican
ELLIS E. PATTERSON, Los Angeles, Democrat

17th District
CECIL R. KING, Los Angeles, Democrat, Republican

18th District
WARD JOHNSON, Long Beach, Republican
CLYDE G. DOYLE, Long Beach, Democrat

19th District
CHET HOLIFIELD, Montebello, Democrat
CARLTON H. CASJENS, Bell, Republican

20th District
CARL HINSHAW, Pasadena, Republican
CHARLES H. RANDALL, Los Angeles, Prohibition
ARCHIBALD B. YOUNG, Pasadena, Democrat

21st District
HARRY R. SHEPPARD, Yucaipa, Democrat
EARL S. WEBB, San Bernardino, Republican

22nd District
JOHN PHILLIPS, Banning, Republican, Democrat

23rd District
ED. V. IZAC, San Diego, Democrat
JAMES B. ABBEY, San Diego, Republican

CONNECTICUT

PRESIDENT AND VICE PRESIDENT
THOMAS E. DEWEY and JOHN W. BRICKER, Republican
FRANKLIN D. ROOSEVELT and HARRY S. TRUMAN, Democrat
EDWARD A. TEICHERT and ARLA A. ALBAUGH, Socialist Labor
NORMAN THOMAS and DARLINGTON HOOPES, Socialist

U. S. SENATOR (Full Term)
JOHN A. DANAHER, Portland, Republican
BRIEN MCMAHON, Norwalk, Democrat
SPENCER ANDERSON, Bridgeport, Socialist

REPRESENTATIVE IN CONGRESS

1st District
WILLIAM J. MILLER, Wethersfield, Republican
HERMAN P. KOPPLEMANN, Hartford, Democrat

2nd District
JOHN D. MCWILLIAMS, Norwich, Republican
CHASE G. WOODHOUSE, New London, Democrat

3rd District
RANULF COMPTON, Madison, Republican
JAMES T. GEELAN, New Haven, Democrat

4th District
CLARE BOOTHE LUCE, Greenwich, Republican
MARGARET E. CONNORS, Fairfield, Democrat
STANLEY W. MAYHEW, Bridgeport, Socialist

5th District
JOSEPH E. TALBOT, Naugatuck, Republican
PETER B. HIGGINS, Torrington, Democrat

REPRESENTATIVE AT LARGE IN CONGRESS
(Vote for only one)
BOLESLAUS J. MONKIEWICZ, New Britain, Republican
JOSEPH F. RYTER, Hartford, Democrat
JOHN W. RING, Waterbury, Socialist

FLORIDA

PRESIDENT AND VICE PRESIDENT
ROOSEVELT and TRUMAN, Democrat
DEWEY and BRICKER, Republican

U. S. SENATOR (Full Term)
CLAUDE PEPPER, Tallahassee, Democrat
MILES H. DRAPER, Tampa, Republican

REPRESENTATIVE IN CONGRESS

1st District
J. HARDIN PETERSON, Lakeland, Democrat

2nd District
EMORY H. PRICE, Jacksonville, Democrat

3rd District
BOB SIKES, Crestview, Democrat

4th District
PAT CANNON, Miami, Democrat
EDITH SHAFFER STEARNS, Coconut Grove, Republican

5th District
JOE HENDRICKS, De Land, Democrat
EMORY AKERMAN, Orlando, Republican

6th District
DWIGHT L. ROGERS, Fort Lauderdale, Democrat
BERT L. ACKER, Miami, Republican

GEORGIA

PRESIDENT AND VICE PRESIDENT
FRANKLIN D. ROOSEVELT and HARRY S. TRUMAN, Democrat
THOMAS E. DEWEY and JOHN W. BRICKER, Republican

U. S. SENATOR (Full Term)
WALTER F. GEORGE, Vienna, Democrat

REPRESENTATIVE IN CONGRESS

1st District
HUGH PETERSON, Ailey, Democrat

2nd District
E. E. COX, Camilla, Democrat

3rd District
STEPHEN PACE, Americus, Democrat

4th District
A. S. CAMP, Newnan, Democrat

5th District
ROBERT RAMSPECK, Decatur, Democrat
HENRY A. ALEXANDER, Atlanta, Independent

6th District
CARL VINSON, Milledgeville, Democrat

7th District
M. C. TARVER, Dalton, Democrat
8th District
JOHN S. GIBSON, Douglas, Democrat
9th District
JOHN S. WOOD, Canton, Democrat
10th District
PAUL BROWN, Elberton, Democrat

MAINE

PRESIDENT AND VICE PRESIDENT
DEWEY and BRICKER, Republican
ROOSEVELT and TRUMAN, Democrat
(Because Maine holds its election for all offices except President and Vice President on September 11, 1944, citizens of Maine vote by Federal ballot only for President and Vice President.)

MARYLAND

PRESIDENT AND VICE PRESIDENT
THOMAS E. DEWEY and JOHN W. BRICKER, Republican
FRANKLIN D. ROOSEVELT and HARRY S. TRUMAN, Democrat
U. S. SENATOR (Full Term)
BLANCHARD RANDALL, JR., Baltimore, Republican
MILLARD E. TYDINGS, Harford County, Democrat
REPRESENTATIVE IN CONGRESS
1st District
WILMER FELL DAVIS, Caroline County, Republican
DUDLEY G. ROE, Queen Annes County, Democrat
2nd District
H. STREETT BALDWIN, Baltimore County, Democrat
WILFRED T. McQUAID, Baltimore, Republican
3rd District
JOHN W. BENSON, Baltimore, Republican
THOMAS D'ALESANDRO, JR., Baltimore, Democrat
4th District
DANIEL ELLISON, Baltimore, Republican
GEORGE H. FALLON, Baltimore, Democrat
5th District
LANSDALE G. SASSCER, Prince Georges County, Democrat
C. MAURICE WEIDEMEYER, Anne Arundel County, Republican
6th District
J. GLENN BEALL, Allegany County, Republican
DANIEL F. McMULLEN, Allegany County, Democrat

MASSACHUSETTS

PRESIDENT AND VICE PRESIDENT
DEWEY and BRICKER, Republican
ROOSEVELT and TRUMAN, Democrat
TEICHERT and ALBAUGH, Socialist Labor
WATSON and JOHNSON, Prohibition
U. S. SENATOR (Unexpired Term)
JOHN H. CORCORAN, Cambridge, Democrat
LEVERETT SALTONSTALL, Newton, Republican
BERNARD G. KELLY, Springfield, Socialist Labor
E. TALLMADGE ROOT, Somerville, Prohibition
REPRESENTATIVE IN CONGRESS
1st District
JOHN W. HESELTON, Deerfield, Republican
JAMES P. McANDREWS, Adams, Democrat
2nd District
MICHAEL W. ALBANO, Springfield, Democrat
CHARLES R. CLASON, Springfield, Republican
3rd District
WILFRED P. BAZINET, Webster, Republican
PHILIP J. PHILBIN, Clinton, Democrat
4th District
PEHR G. HOLMES, Worcester, Republican
FRANK J. McGRAIL, Worcester, Democrat
5th District
EDITH NOURSE ROGERS, Lowell, Republican
MILTON A. WESSON, Lowell, Democrat
6th District
GEORGE J. BATES, Salem, Republican
JOHN M. BRESNAHAN, Lynn, Democrat
7th District
ERNEST BENTLEY, Winthrop, Republican
THOMAS J. LANE, Lawrence, Democrat
8th District
ANGIER L. GOODWIN, Melrose,, Republican
FREDERICK T. McDERMOTT, Medford, Democrat
9th District
CHARLES L. GIFFORD, Barnstable, Republican
WILLIAM McAULIFFE, New Bedford, Democrat
10th District
WILLIAM A. CAREY, Boston, Democrat
CHRISTIAN A. HERTER, Boston, Republican
11th District
LESTER W. BOWEN, Somerville, Republican
JAMES M. CURLEY, Boston, Democrat
12th District
HENRY J. ALLEN, Boston, Republican
JOHN W. McCORMACK, Boston, Democrat
13th District
ANDREW T. CLANCY, Brockton, Democrat
RICHARD B. WIGGLESWORTH, Milton, Republican
14th District
JOSEPH WILLIAM MARTIN, JR., North Attleboro, Republican
EDMUND P. TALBOT, Fall River, Democrat

MICHIGAN

PRESIDENT AND VICE PRESIDENT
THOMAS E. DEWEY and JOHN W. BRICKER, Republican
FRANKLIN D. ROOSEVELT and HARRY S. TRUMAN, Democrat
CLAUDE A. WATSON and ANDREW JOHNSON, Prohibition
EDWARD A. TEICHERT and ARLA A. ALBAUGH, Socialist Labor
NORMAN THOMAS and DARLINGTON HOOPES, Socialist
GERALD L. K. SMITH and HARRY ROMER, America First
REPRESENTATIVE IN CONGRESS
1st District
JOHN B. SOSNOWSKI, Detroit, Republican
GEORGE G. SADOWSKI, Detroit, Democrat
BENJAMIN R. WILLIAMS, Detroit, Prohibition
ANTHONY ZARCZYNSKI, Detroit, Socialist
2nd District
EARL C. MICHENER, Adrian, Republican
REDMOND M. BURR, Ann Arbor, Democrat
CLARENCE DeCAN, Spring Harbor, Prohibition
3rd District
PAUL W. SHAFER, Battle Creek, Republican
CHARLES V. HAMPTON, Battle Creek, Democrat
LAWRENCE A. RUBLE, Battle Creek, Prohibition
EFFIE BURNETT, Charlotte, Socialist
4th District
CLARE E. HOFFMAN, Allegan, Republican
BERNARD T. FOLEY, Benton Harbor, Democrat
ORAH H. FOX, Allegan, Prohibition
5th District
BARTEL J. JONKMAN, Grand Rapids, Republican
J. NEAL LAMOREAUX, Comstock Park, Democrat
6th District
WILLIAM W. BLACKNEY, Flint, Republican
ROBERT B. McLAUGHLIN, Flint, Democrat
WILLIAM H. MORFORD, Lansing, Prohibition
7th District
JESSE P. WOLCOTT, Port Huron, Republican
CHARLES F. MANN, Marine City, Democrat
A. GORDON PHILLIPS, Port Huron, Prohibition
ELMER GRAHAM, Lapeer, Socialist
8th District
FRED L. CRAWFORD, Saginaw, Republican
WILLIAM A. HEMMER, Saginaw, Democrat
VERDON DUNCKEL, St. Johns, Prohibition
9th District
ALBERT J. ENGEL, Muskegon, Republican
ARNOLD B. COXHILL, Muskegon, Democrat
10th District
ROY O. WOODRUFF, Bay City, Republican
WILLIAM J. KELLY, Bay City, Democrat
L. A. WILSON, Mt. Pleasant, Prohibition
11th District
FRED BRADLEY, Rogers City, Republican
CECIL W. BAILEY, Mancelona, Democrat
CHARLES SWANSON, Hermansville, Prohibition
GEORGE ANDERSON, Escanaba, Socialist
12th District
JOHN B. BENNETT, Ontonagon, Republican
FRANK E. HOOK, Ironwood, Democrat
13th District
CLARENCE J. McLEOD, Detroit, Republican
GEORGE D. O'BRIEN, Detroit, Democrat
O. LON CHANEY, Detroit, Prohibition
WILLIAM JENKINS, Detroit, Socialist
14th District
CLAUDE G. McDONALD, Grosse Pointe, Republican
LOUIS C. RABAUT, Detroit, Democrat
LLOYD H. KNOX, Detroit, Prohibition
15th District
HARRY HENDERSON, Detroit, Republican
JOHN D. DINGELL, Detroit, Democrat
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19th District
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21st District
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5th District
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6th District
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THOR C. TOLLEFSON, Tacoma, Republican

Charting the Road to Tokyo



NEW CHARTS are developed in the photogrammetry section of the Hydrographic Office from aerial photos taken by spotter planes.



Official U. S. Navy photographs

IN THIS STOREROOM at HO headquarters, Suitland, Md., can be found charts of all of the seas and oceans of the world.

Hydrographic Office 'Scouts' Enemy Seas For Invasion Fleets

When an invasion-bent American fleet heads into enemy waters, a large part of its chance for success depends upon the accuracy of the navigational charts to be consulted. Without minutely accurate charts, showing every dangerous reef and shoal, the deep water and the shallow, the direction of the ocean currents, harbor channels, beacons, buoys and the range of the tides, movements of a modern fighting fleet would be seriously endangered.

Behind the navigation charts, flight charts and similar navigational aids is the story of a little-known naval activity—the United States Hydrographic Office and its survey ships, which at times in the battle of the Pacific have beaten the invasion barges to enemy-held coasts.

Long before Greenland became importantly militarily, Hydrographic Office survey ships were busy charting the coastlines and harbors. Survey ships have accompanied practically every invasion fleet in the Pacific—in the Solomons, Aleutians, New Guinea, Tarawa and the Marianas.

At the outset of the war, navigational charts on some sections of the Pacific were barren of much needed information and, as a consequence, military operations were hampered. The lack of proper charts was due primarily to two things: the Japanese for the past 24 years held the Marianas, the Marshalls and other islands under mandate of the League of Nations and refused to allow ships of other nations to enter these waters; and in peacetime these areas were considered unimportant, either from a strategic standpoint or commercially, and hence were not surveyed.

For instance, the waters surrounding Bougainville Island were badly charted when invasion by U. S. forces was planned. The latest survey had been conducted by the British some time in the 1800s. Spotter planes helped chart some of the area, but when the actual invasion started, a survey ship was ahead of the first landing craft. At Empress Augusta Bay a survey ship went to work under fire and in 36 hours had rough but serviceable charts of the harbor, its reefs and shoals and docking facilities, ready for distribution.

Survey ships usually operate with a fleet in wartime, but have often gone into enemy waters alone, with only a few .50-caliber machine guns for protection. There have been some casualties. Two officers, Lt. Comdr. George F. Kennedy, USNR, of Alexandria, Va., and Lt. Comdr. William S. Davis,

USNR, of Washington, D. C., have been cited by Admiral Chester W. Nimitz, USN, Commander in Chief, U. S. Pacific fleet, for "outstanding ability and performance of duty" as hydrographic engineers.

In peacetime, life aboard a survey ship generally is dreadfully routine. Thousands of soundings and lead-line readings are made off the coasts of uninhabited islands and sparsely settled mainlands. The ships are out for months at a time. But during war they become an integral part of the operations of a fleet, and life is anything but monotonous.

In the South Pacific a survey ship was ordered not only to chart an island and its surrounding waters, but to take possession of it as well if it was found to be in enemy hands. This was a pretty big order for a survey ship, not equipped to do much fighting.

Arriving off the coast of the island, nervous officers and men lowered two sounding launches armed with .50 caliber machine guns and headed toward shore. Known navigational aids which were shown on old charts had strangely disappeared.

Suddenly a canoe shot out from the deep jungle growth along the coast.

"This is it," the men thought.

The canoe approached rapidly. Crews anxiously fingered their guns. "There must be plenty of Japs back in those woods," they muttered. We're in for a battle."

But as the canoe approached, amid considerable shouting, the men could see that it was being guided by a native boy. An outboard motor propelled it through the water. In the canoe with the youthful guide were a Chicago contractor and the French governor of the island. They had been hiding from any Japs who might come along!



The USS Bowditch, HO's largest survey ship.

Survey crews found that navigational aids had been covered with palm leaves by the Chicago man and his French friend in an effort to delay Japanese in case they invaded the island. Complete charts were ready a few days later.

Work toward developing a chart of an ocean area begins on the survey ship, which slowly and very carefully covers an entire area, sounding every few feet, thousands and thousands of times. Soundings are generally made with lead and line down to 10 fathoms (60 feet). Beyond that depth a fathometer, an instrument which measures depth by sending sound waves to the bottom of the ocean, where they hit the floor and bounce back up to the ship again, is used. The time it takes the sound wave to go from the ship to the bottom and back up again determines the depth. Allowance is made for tide changes.

Survey ships generally do not attempt to chart waters beyond 1,000 fathoms (6,000 feet). A wire drag is used in some cases, especially in harbor areas, to make sure there are no hidden underwater obstructions.

Deepest sounding recorded to date is in the Mindanao trench, off Mindanao Island in the Philippines. Here the water is known to be 5,900 fathoms (35,400 feet or 5.9 sea miles). This depth was discovered by the German cruiser *Emden* on 29 April 1937.

Deepest spot so far recorded in the Atlantic is the Milwaukee depth, of 3,780 fathoms (22,680 feet), reported by the USS *Milwaukee* north and west of Puerto Rico. Any U. S. ship which reports a new depth or any other unusual hydrographic feature has the feature named for it.

The number of soundings taken of any particular area depends on the condition of the bottom of the sea, a gigantic plain covering nine-twelfths of the entire surface of the globe. Rugged mountain peaks jut up to form islands or under-surface dangers to navigation. Close to the mainlands the floor breaks away rapidly, dropping in some instances straight down two or three miles. If the ocean floor is comparatively level, few soundings need be taken. If it is uneven, however, many soundings must be made.

As the soundings are taken and other navigational data compiled, an original chart or "boat sheet" is developed by ship engineers. This is worked into a "smooth plotting sheet" either aboard the ship itself or at the Hydrographic Office at Suitland, Md.,



FATHOMETER recordings are checked by Waves with survey ship's records before entering on chart.



Official U. S. Navy photographs

AERIAL PHOTOGRAPH is examined in the Survey Section with the aid of a stereoscopic instrument.

a mile and a half beyond the District of Columbia line. From this smooth plotting sheet the final chart is eventually developed. Some survey ships have all the necessary equipment, including color presses, to turn out complete charts, although the size of the presses and the supply of paper which may be carried are limited.

Mariners have been sending in navigational data to HO for the last 114 years. Since it was organized in 1830, HO has received more than 10,000,000 reports from ships throughout the world. One naval vessel, in 50 passages across the North Atlantic, turned in 35,976 soundings.

Each of these reports, which include soundings, wind and current directions, weather, floating derelicts, the latitudes and longitudes at which they were recorded or observed and countless other bits of information of importance to mariners, is carefully analyzed and checked with available information, if any. Then new charts are printed or the data added to already prepared charts to bring them up to date. If of sufficient importance, the new information is immediately sent out to ships at sea.

Because of the constant flow of new information which comes into HO, an entire section is now engaged in keeping the thousands of charts on hand current. This work is all done by hand. Charts are printed in small quantities (about 2,500 of each at present, compared with 250 to 500 in peacetime); so the job of bringing each up to date before it is sent out to a ship is not impossibly difficult.

Charts are also constantly corrected during the time they are being drawn, as additional data is received, even up to a few minutes before they are put on the printing presses, which operate 24 hours a day. If important new information comes in between the printing and distribution of a set of charts, the entire lot may be corrected by hand.

No nation can survey all parts of the world and, while all oceans have been charted to some extent, a tremendous amount of work remains to be done. Because of this each nation has felt at liberty to use material on charts produced by other countries, giving due credit in the legends to the authority furnishing the information. HO charts compiled from German or Japanese charts carry a credit line giving the governments of these nations as the sources.

The various nations of the world—before the start of the war and with some exceptions — constantly exchanged hydrographic information through the International Hydrographic Bureau in Monaco. Consequently, most countries, both enemy and Allied, have fairly accurate maps and charts of most sea areas and some land areas.

Japan lost most of its hydrographic charts in the great earthquake and fire that followed in that country in 1923. At the request of the Japanese government, the United States, through HO, gave that nation a complete set of its hydrographic charts, covering most of the world. As a result many of the charts being used by Japan today are from U. S. sources.

While information secured from other nations of the world in peacetime may be considered very reliable, that which comes from enemy sources during war must be used with great care.

Somewhere in Germany there is a cartographer that the Army would like to meet. He put the altitude figures on flight charts the Nazis made when they had a network of airlines in South America. They were very good charts, with lots of detail and plenty of altitude data on one of the most mountainous areas in the world. But the altitude figures were extremely difficult to figure out. For while about half of the figures were accurate down to the last meter, the rest were deliberately falsified.

The tremendous expansion of naval aviation has added to the responsibilities of HO. In the pre-airplane era HO was primarily concerned with charts showing only the coastlines and outlying water areas. With the growth of naval aviation HO moved the areas shown on its charts farther and farther inland. This was necessary both to provide pilots with correct land charts and to aid battleships in getting an accurate range when they pulled up offshore to bombard enemy installations inland along coastlines.

Because most land areas still to be charted are enemy-held, spotter planes are called upon to do much of the preliminary work, and the tri-metrogon method of developing flight charts from aerial photographs is more extensively used than ever before. Three aerial cameras, which make simultaneous exposures of areas reaching from horizon to horizon, are attached to a spotter plane. Such a plane can photograph 20,000 square miles of land in three hours. Perhaps 4,000 or 5,000 photographs of one area are used in the process of developing a single chart.

These photographs are rushed to HO, where in the highly technical photogrammetry section they are painstakingly studied. The photos are laid out in proper sequence on a large table, and bit by bit such information as enemy air fields, gun emplacements, ammunition and supply depots, air strips and the general typography of the area is outlined. This information, in a series of technical steps, is then transposed onto easily read charts. If HO has any additional data, this too is incorporated. The charts are then rushed back to the fleet for use in bombing attacks and invasions.

Charts for the invasion of the Marianas were largely developed from aerial photographs.

When the Marines landed on Tulagi in the Solomons 7 Aug. 1942, survey ships immediately went to work. Within a short time a series of five field charts of the entire area had been developed and rushed by plane to HO, where they were combined and worked into a single, comprehensive chart. In less than four weeks the complete charts were in use by the fleet.

Knowledge gained under battle conditions has brought about changes in colors used on charts.

It was found that red, yellow and orange tints, under red night lights used on board ships and planes, became invisible. Land areas hitherto shown in buff were changed to light gray. Orange has been changed to



Official U. S. Navy photograph

FINISHED CHARTS in storage are corrected by hand as soon as any additional data is received.



Official U. S. Navy photograph

METAL TEMPLATES are used by Waves in the complicated process of developing a new chart from aerial photographs.

magenta (a purplish color). Blue and green shadings used to designate deep water and shoals were retained. While blue, green, purple and gray tints lose their color under a red light, extensive experiments showed they did not lose their contrasting shades.

Lifeboats and life rafts have been equipped with a new type of map which HO cartographers designed to aid and perhaps save lives of men adrift in the open sea. These maps, 26x36 inches, are weatherproof and waterproof. In addition to serving in their usual function, they may be used to catch rain for drinking water and as protection against the sun and are strong enough to serve as a small sail. They are yellow in color so as to be easily seen as a distress signal.

Special-purpose charts issued by HO include monthly current charts of the oceans of the world, monthly sea and swell charts, radio compass ranging charts and aerological plotting charts. In addition to its production of sea and air charts, HO is also charged with the publication of a number of other aids to navigation. These include:

• Notice to Mariners: a weekly publication which contains all new information necessary for safeguarding navigation and correcting navigational charts, Sailing Directions, Light Lists, etc.

• Sailing Directions: a handbook (59 volumes of which have been issued to date) which supplements the charts and contains hydrographic descriptions of coasts, navigational dangers, harbors, facilities of ports, etc.

• Light Lists: which contain detailed descriptions of all lighthouses, together with their candlepower, height above water, kind of fog signal, etc.

• Pilot Charts: which contain a tremendous volume of information gathered for years from throughout the world, showing for each month of the year the regions of storm, rain, fog, floating masses of ice, set and drift of ocean currents, average direction and force of winds to be expected, trade wind limits, normal isobaric and isothermic lines, reported positions of derelict vessels, floating obstructions, etc.

• Naval Air Pilots (28 volumes issued to date): designed to supplement air charts and containing much information which could not be placed directly on the charts.

• Notice To Aviators: a weekly publication containing latest corrections and supplementary information for air charts.

• Radio Aids To Navigation: containing details of radio compass stations, radio beacons, weather data, international navigational and storm warnings, time signals, distress signals, etc.

The Daily Memorandum, daily broadcasts and weekly Hydrographic Bulletins are among other services rendered by HO. The Daily Memorandum gives prompt notice to all within reach of important dangers to navigation and changes in navigational aids that might be received. Daily broadcasts, made from naval radio stations, transmit to ships at sea navigational information that is vital to their safety. The Hydrographic Bulletin contains a summary of the information previously published in the Daily Memorandum, with added data of not such immediate importance.

HO also publishes and distributes a number of other aids and manuals on navigation, including *The American Practical Navigator* by Bowditch.

HO's activities extend throughout the entire world. The U. S. Coast and Geodetic Survey, under the direction of the Department of Commerce, is charged with the charting and issuance of Sailing Directions, etc., of the coastlines of the United States, its territories and possessions. The Army is charged with the charting and surveying of continental rivers and harbors. HO issues only general charts of these areas and otherwise extends its operations to all outlying areas, covering all other sections of the globe.

HO supplies not only the U. S. Navy with necessary charts and other navigational aids, but also the growing maritime fleet and commercial interests. A number of charts have been developed for Allied nations.

The history of HO (once known as the Depot of Charts and Instruments) is a long and interesting one. At one time its activities and those of Naval Observatory were combined under one organization, but in 1866 they were separated. HO was first under the direction of the old Board of Navy Commissions, then under the now-abolished Bureau of Ordnance and Hydrography, and then under the Bureau of Navigation (now BuPers). In 1942 HO was divorced from the Bureau of Navigation and placed under the direction of CNO, where it remains today.

HO was organized primarily to collect instruments and charts used by mariners and to keep them in a central depot. The demand for charts became so great that in 1835 HO began publication from its own presses. And as the demand for charts grew, HO began to send out its own survey expeditions to gather new and more complete hydrographic information. Exchange of data with foreign nations expanded.

With the advent of war, HO's growth was tremendous.

Its peacetime organization included about 200 officers and civilians and annual production amounted to approximately 2,000,000 charts. Today Hydrographic Office is staffed by 1,600 officers, enlisted personnel (mostly Waves) and civilians. Last year 42,000,000 charts rolled off its presses.



Admiral Bryan

Rear Admiral George S. Bryan, USN (Ret), the Hydrographer, is proud of the accomplishments of his organization.

"We were hard pressed at times," he admits. "Some of the technical and production problems seemed insurmountable at first, but these were always overcome. The training of hundreds of unskilled personnel in the highly technical art of chartmaking was a tremendous job, but we still got our work out without loss of valuable time. Everyone concerned showed a very fine spirit. Much credit for such a fine job goes to our experienced cartographers, both officers and civilians, the enlisted personnel and the others who guided and assisted them."



Soldiers in New Guinea "chartered" this native canoe to reach their ship, anchored out in the bay.

The Army's Navy

15,000 Units Are Operated Around the World By Soldiers, Contract Employes and Civilians

The Army has a navy—a vast fleet of 15,000 units operating all over the world.

But the Army's navy will never participate in a naval battle; it hasn't a single combatant ship. Controlled by the Transportation Corps, one of the technical services in the Army Service Forces, its fleet is concerned solely with moving millions of troops and mountains of supplies across sub-infested oceans.

It's the Navy's job to protect these great convoys, to battle enemy warships that may interfere, and to furnish Armed Guard crews for the transports and cargo ships.

Each arm of the service thus has its responsibilities, and each has the tools necessary for the job. The line of demarcation dividing the duties of the two services has been drawn by joint agreement between the Army and the Navy. (Actually, the Navy has an Army—the Marine Corps—and it, too, has a special niche in our war machine.) A theater commander, be he an admiral or a general, has absolute control over the forces in his area and he calls upon all the services impartially when planning an operation.

During World War I the Army had about 500 transports in service, but between 1918 until the start of the present war the Army's fleet had shrunk until it consisted principally of a few old transports, some dredges used by the Army Engineers in river and harbor work, and a few mine planters operated by the Coast Artillery. The latter service, in connection with the defense of our coasts, is entrusted with the installation of fixed mines in our harbors and around the Panama Canal.

Soon after Pearl Harbor, all transportation functions of the War Department were consolidated under a new organization, the Transportation Corps. The chief of transportation, Maj. Gen. C. P. Gross, is, in fact, the traffic manager for the War Department. The Transportation Corps closely controls all troop traffic and Army and Lend-Lease freight shipments, except those moving by air, in the U. S.

It transports men and supplies directly from its giant ports of embarkation to every theater of operations. Overseas, it operates mobile ports, flexible organizations headed by experienced shipping men, which unload the ships and load railway cars and trucks for transportation inland.

Amphibious warfare and the necessity of transporting millions of men across oceans for assaults on enemy-held beaches caused the Army to expand its fleet until today it operates more than 160 types of craft, from giant troop transports and hospital ships down to amphibious "ducks." The fleet is divided into two principal segments: its "blue-water" fleet of transports and freighters and hospital ships; and its tremendous fleet of small craft, all under 1,000 gross tons. Probably 90% of this vast armada has been built up since the outbreak of hostilities.

That the Army was able to procure and man this fleet, almost overnight, is due to the efforts of private shipyards and the patriotism of merchant mariners. Having no shipyards of its own, the Army had to depend upon private yards, and they delivered the ships. With no facilities for training





Army Higgins boat returns soldiers to transport off shore during landing maneuvers.

seagoing personnel, the Army called upon trained merchant seamen, and they responded.

Army vessels are operated by three distinct types of personnel—civilians, contract employes, who are neither soldiers nor civilians but a little of each, and regular Army personnel.

Civilians man the ships under charter to the Army. For instance, if it is short of cargo boats for an operation, it calls upon the War Shipping Administration for assistance. The WSA allocates vessels from commercial shipping lines to the Army Transportation Corps. They may be either American or British ships, and are manned by their regular civilian crews. Some of these are "one-voyage allocations," but WSA agents overseas often allocate these same vessels back to the Army for return voyages. About 35% of all ships controlled by WSA are allocated to the Army, the remainder to the Navy, to Lend-Lease or other agencies.

Contract employes are experienced seafaring men who sign a contract with the Army, agreeing to all conditions of service and one year's duty in any theater of operations. They are not actually in the Army, yet they are subject to Army discipline and courts-martial.

In the third group are regular Army officers and men, specially fitted by civilian experience and training in Army schools, who make up the small-boat and harbor-craft companies. Small-boat companies transport supplies and personnel over relatively short distances, along coasts or between islands. Many of them man the 199-foot FP (freight-passenger) ships which have proved so useful in supplying bases of the South and Southwest Pacific. Harbor-craft companies usually are found at ports of embarkation or debarkation where they transfer cargo and troops from ship to shore, and vice versa.

Since the harbor-craft and small-boat program is only two years old, the seagoing soldiers are not especially salty, by Navy standards. Administrators of the program have been too busy prosecuting the war to design special uniforms for them, although such a plan has been discussed. They wear the ordinary Army uniform, with Transportation Corps insignia and the shoulder patch of the Army Service Forces, and they hold Army ranks and ratings relative to those of Navy men doing similar work.

For instance, one of the Army's Class B boats, such as an FP vessel under 125 feet, or a self-propelling barge 100 feet or over, has a crew of about 14 or 15. The skipper is a first lieutenant, and the marine engineer and first mate are second lieutenants. The second engineer and second mate are warrant officers, junior grade. The third engineer is a master sergeant. The bos'un, the first aid man and one deck hand are corporals, and there are two deckhands who are privates. The cook is a technician fifth grade, and he has a helper who is a private. A radio operator, who is a technician fourth grade, and an electrician, who is a technician fifth grade, complete the crew complement.

While the Army has no specialists corresponding exactly to the Navy ratings, it has technicians in various pay grades. These technicians cover every field—office workers, metal-smiths, mechanics, carpenters. In pay grade they correspond to the Navy's first, second and third class ratings.

Although seagoing soldiers wear Army uniforms and have Army ranks and rates, they have accepted nautical terminology. They say "port" and "starboard" and "deck" and "bulkhead." Whenever in doubt, they use the Navy or merchant marine practice as their standard. Unless ordered outside the continental limits, they do not draw sea-duty pay.

Many of the Army's "sailors" had small-boat experience before they joined the service, mostly as yachting enthusiasts, fishermen or commercial boatmen.

BELOW: An Army "duck" is used for invasion training in North Africa. Ducks will carry 35 men, with weapons and supplies, on land or water.

Official U. S. Signal Corps photographs



Schools were established at Camp Gordon Johnson, Carrabelle, Fla., and at West Coast ports of embarkation to indoctrinate men for harbor-craft and small-boat companies. The principal subjects taught are seamanship, piloting, navigation and marine engineering. Students have an opportunity to go out on tugs and small craft working in harbors to gain first-hand experience. At the Seattle Port of Embarkation, which includes a modification center for various types of boats, the students work on projects involving both construction and maintenance.

Every effort is made to permit personnel to qualify for further study in specialized subjects, such as navigation, cooking or first aid. Those who do not make the grade as specialists are then classed as ordinary seamen. Top men of every group usually are made warrant officers, and many of them are sent to other training centers for advanced study.

The Army's "Annapolis" is the Transportation Corps Marine Officers' Cadet School at St. Petersburg, Fla. Operated for the Army by the U. S. Maritime Commission, this school takes the honor graduates of the Maritime Commission's four apprentice schools and turns them out as potential ship's officers. Courses there are 12 weeks for deck officers and 10 weeks for engineering officers.

Upon completing the course, graduates become contract employes, starting at a base pay of $2,200 a year, or some may be permitted to apply for commissions as lieutenants in the Army.

The semi-civilians (contract employes) manning the larger vessels operated by the Transportation Corps are usually from the merchant marine. Their uniforms, insignia and rating badges follow the merchant marine style. The captain and chief engineer wear four gold stripes on their sleeves, while the chief officer and the staff engineer wear three and a half stripes. Number of stripes varies with rank, down to the junior third officer, who wears a half stripe.

Rating badges for petty officers are patterned after those in the Navy, with oilers, firemen and coal passers wearing the rating badge of a machinist's mate, and the wheelman rating badge corresponds to the Navy's quartermaster insignia. Chief petty officers wear a cap device of their specialty, enclosed in a gold wreath.

Army ships in convoy are under the command of the convoy commodore. On each Army transport the captain or master is in command of the ship and the crew, but the commanding officer of troops, who is an Army officer and remains aboard the transport as it plies back and forth, is in command of all the troops on the ship. A naval officer has charge of the Armed Guard crew.



Official U. S. Signal Corps photographs

TOP: Seagoing soldiers aboard the Army mine planter Schofield are shown laying mines in Chesapeake Bay.

CENTER: One of the Army's auxiliary cargo vessels is ready to slide down the ways at an Australian shipyard.

BOTTOM: Troops somewhere in Australia rehearse beach landings, using a rubber boat.

During the 1943 fiscal year the Army spent $244,670,000 for construction of small craft alone, which was an increase of 25% over 1942. More than $300,000,000 will be spent during the 1944 fiscal year.

Principal types of small craft now under construction are self-propelled barges, 125-foot to 199-foot freight and passenger vessels, launches, 15-foot skiffs, crash boats ranging from 27 to 104 feet in length, mine yawls, tugs, Higgins landing barges, lighters, ramp landing boats, sea sleds and marine tractors (sea mules).

To the Army must go credit for developing the "duck," an amphibious 2½-ton truck.

The major units of the Army's fleet ply from the various ports of embarkation. The New York Port of Embarkation, for example, has the responsibility, among others, of supplying the European theater of operations. The Seattle Port of Embarkation supplies bases in Alaska and the Aleutians.

Good Samaritan Fleet

The Army Air Forces has a navy, too—a fleet of small, speedy crash boats from 27 to 104 feet in length that specialize in rescuing flyers forced down on the water.

Operated independently by the AAF, these rescue boats are based near Army air bases at home and abroad wherever a base is situated near a large body of water. It has been found, for some mysterious reason, that fledgling pilots invariably make forced landings on water if there is any in sight.

Prior to 1941 each air base set up its own rescue service, using whatever boats and personnel were available. Because personnel qualified to handle the crash boats were constantly being transferred, the Army Air Forces decided to establish the Emergency Rescue Service.

The AAF now has its own boat school, at Gulfport, Miss., whence trained rescue personnel are sent to the combat theaters. Every man entering the school, commissioned or enlisted, is given the basic 12-week individual and six-week unit training course. At the end of 12 weeks the specialists are organized into crews of approximately 13 men. Here the future mates, engineers, oilers, deck hands, radio operators and boatswain's mates begin to learn their assignments.

Officers chuckle about the first cruise made in the Gulf of Mexico by a crew just out of the school. One night, while about 200 miles out in the gulf, a mysterious light which blinked off and on was sighted. While the ship slowly circles the light at a safe distance, the skipper got out his textbook and tried to figure out what to do next. Crewmen were certain it was either a U-boat or the *Scharnhorst*, and in either case they wanted to open up with their 50-caliber machine guns.

On board was a very unpopular lieutenant. He was as mystified as the crew about the blinking light. Suddenly this lieutenant saw a wake heading straight for the ship. Shouting, "Torpedo, torpedo," he dived head first down the hatch. The torpedo proved to be a porpoise which approached the ship, then gracefully dived under the hull. What the light was no one ever discovered, but thereafter the cry of "torpedo" went up whenever the lieutenant approached. He soon asked for a transfer.

There are many different types of Army crash boats, including the swamp glider, designed for use in marshy areas. This glider has a special airplane propeller which enables her to skid safely over the top of marshes. The 85- and 104-foot boats are intended for seagoing rescue work, the smaller ones for inland lakes and waterways. The 85-footer is about the size of the Navy PT-boat and has a speed of 40 to 42 miles an hour. It is powered with two Packards and two Chrysler cruising motors. In appearance it resembles the Navy's 63-foot crash boat.

Latest addition to the Emergency Rescue Service's fleet is the air-borne life boat. This is a 27-foot boat, equipped with two 5-HP engines, which can be dropped from the air by a B-17 or B-29. The boat is hooked to the bomb shackles and can be released like a bomb. It floats down gently, supported by three 48-foot parachutes.

These life boats are completely equipped with emergency food, medical supplies, etc., and even have sails. One already has been sailed across the Gulf of Mexico. Large enough to accommodate an entire bomber crew, the boats have a cruising radius of from 400 to 500 miles.

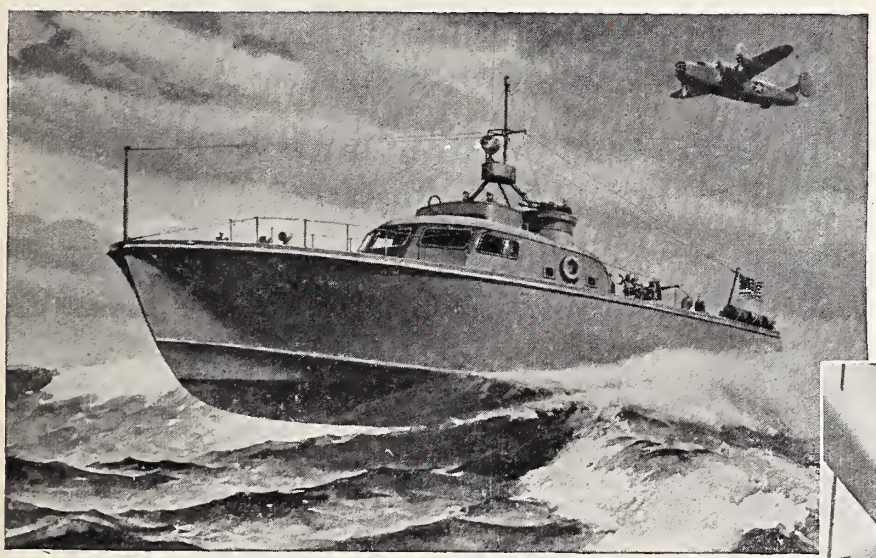
On board an 85-foot crash boat are comfortable quarters for the crew of 13, a galley equipped with an electric stove and refrigerator, a sick bay staffed by a medical technician. Ship-to-shore, ship-to-ship and ship-to-plane communication equipment keeps it in constant touch with the base, searching aircraft and other rescue craft.

Each member of the crew has a job to perform when a rescue is made. The vessel proceeds to the scene at full speed and maneuvers into position. The crew is on the alert at rescue stations and, in hostile waters, the gunners stand at battle stations. Rescue nets, rubber suits, crash tools, asbestos suits, fire-fighting equipment and a small dinghy with an outboard motor are available for use. The injured are moved in special-type litters to the dispensary where the surgical technician gives first aid.

In addition to playing the role of Good Samaritan to pilots in distress, these are fighting ships, too. They carry enough armament to protect themselves against attack from aircraft, and they also pack a punch for use under certain other conditions in combat areas.

Newspapers recently carried a story about a 40-foot AAF crash boat that ventured far out into the choppy South Atlantic and rescued the entire 71-man crew of a torpedoed American merchant ship after they had been adrift from nine to 10 days.

The crew of six volunteered for the mission after an Army pilot had spotted one of the four life boats. After nearly two days of searching the crash boat pulled alongside the first life boat and took 19 survivors aboard. Seventy miles away she found two more life boats and took them in tow. After taking these survivors back to base, she returned to the scene the next day and picked up the last boat load of survivors.





ABOVE: An Army Air Forces 85-foot rescue boat. RIGHT: Lt. Col. C. B. Whitehead, USA, *(right) chief of the Emergency Rescue Branch, is "admiral" of the AAF Navy. At the left is Capt. C. B. Sheronas,* USA, *assistant chief of the Marine Section, AAF.*

Air-Sea Rescue Team

USING Navy and Coast Guard seaplanes, crash boats and blimps, the Air-Sea Rescue Task Unit of the Navy's Western Sea Frontier has saved more than 80 lives in four months while maintaining a record of rescuing 98% of the survivors of plane crashes off the U. S. West Coast.

Except in the case of occasional long-range flights, an average of 34 minutes elapses between a crash and the arrival of the rescue craft, and it usually takes only another two minutes to haul the survivors aboard. The rescue record—90 seconds—is held by a crash boat that just missed catching a pilot as he parachuted into the sea.

Forty-knot, 63-foot crash boats make most of the pickups, while blimps and PBYs are used primarily for searching. The task unit maintains daily patrols up to 100 miles at sea.

Similar air-sea rescue units, manned by Coast Guardsmen, have been or are being established by other U. S. sea frontier commands.



1 *Crewman race for their PBY following the report of a plane crash off the Southern California coast.*



4 *Smoke bomb dropped from PBY marks position of crash survivors awaiting arrival of rescuers.*

They usually are winging their way to sea, from one of several strategically located bases, within six to



5 *PBY drops two-man raft trailing 150-foot line by which survivors can draw themselves aboard.*



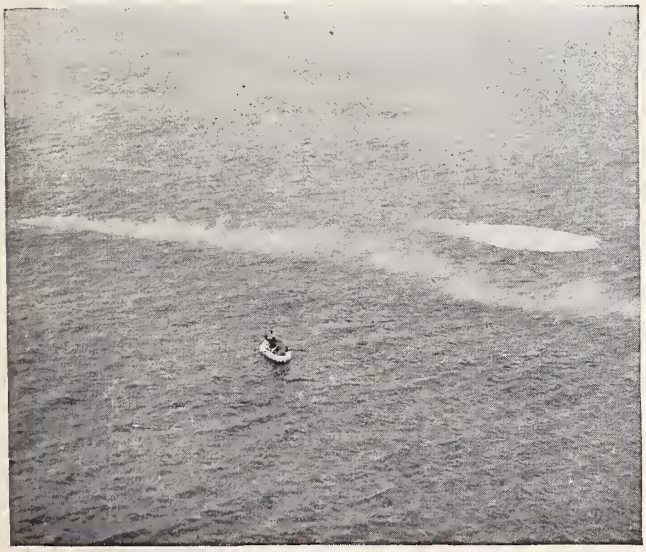
eight minutes of the first alarm. PBY may direct boat to crash or come down on water to pick up survivors.



2 *Position of fallen plane is plotted by officers, who will radio the information to rescue craft.*



3 *Blimp and PBY pass near one another in search for survivors of plane forced down at sea.*



6 *Safe on raft, survivors wait to be picked up. Smoke bomb and seawater dye mark position.*



Official U. S. Navy photographs

7 *PBY lands for pickup—usually made by boat, occasionally by blimp lowering harness to raft.*

New Books in Ships' Libraries

The following books have been purchased recently for distribution to the service. Not all titles will be supplied to each unit; rather it is the practice of BuPers to distribute different titles to small units operating in the same area to encourage the exchange of books. A unit is always free to request from the Bureau individual titles of particular interest.

In Lighter Vein

ANNA AND THE KING OF SIAM by Margaret Landon. Oriental court life in the 1860s as seen through the eyes of an English widow who acted as governess to the royal children and concubines, and secretary and consultant to the King of Siam.

CHASING THE BOWHEAD by H. H. Bodfish. Captain Hartson H. Bodfish, master mariner from Martha's Vineyard, recalls the seafaring days when whalemen first ventured north of the Aleutians.

DICTIONARY OF SERVICE SLANG by Park Kendall. Entertaining definitions of the current crop of service slang.

HOW TO MAKE MUSIC ON THE HARMONICA by P. V. Planta. This book plus interest and an harmonica are all you need to start your musical career.

RUNYAN A LA CARTE by Damon Runyan. Twelve-course dinner with Runyon's daffy dolls and goofy guys.

STRIPED BASS by O. H. P. Rodman. Fly casting, surf casting and trolling plus time-tested dope on tackle and bait—a book for the salt-water fisherman.

Solid Stuff

BRIDE IN THE SOLOMONS by Osa Johnson. Fighting fronts of today recalled in the days of exploratory travel when Osa and Martin Johnson covered the Solomons in search of photographs of cannibals.

COUNTERFEITING: CRIME AGAINST THE PEOPLE by Lawrence Dwight Smith. Methods of counterfeiters and the fight of the Secret Service against them, with case histories of some of the outstanding "artists" in the field.

EAST BY SOUTHWEST by Christopher LaFarge. Fictionalized reports of the life of the South Pacific fighting men.

EAST OF MALTA, WEST OF SUEZ by Bartimeus. Naval action in the Mediterranean from 1939, when the British fought alone against terrific odds, to the fall of Tripoli in 1943, when Allied control of the Mediterranean was assured.

PACIFIC WORLD edited by Fairfield Osborn. The Pacific, its vast distances, its lands and life upon them and its peoples.

PEOPLE ON OUR SIDE by Edgar Snow. First-rate reporting from India, Russia and China by one of our best informed correspondents.

TREATY PORTS by Hallett Abend. A rich pageant of life in the Chinese cities "where East and West agreed to meet" gives the background of relations between whites and orientals.

WOODROW WILSON by Gerald W. Johnson. Photographic history of a great man and his great failure.

Sagebrush Sagas

HORSETHIEF CREEK by Bliss Lomax. An action-filled Western, involving several murders, cattle poisoning, a smuggling ring and an old cache of gold.

THE IRON BRONC by Will Ermine. Lovely Pat Ryan struggles to keep her little back-country railroad from falling into the hands of a gang of ruffians.

ROCKY MOUNTAIN RANGER by William Marshall Rush. Kirk Douglas plays his role with courage as he battles for straight practices against a gang of crooked politicians in the Forest Ranger service.

WILD HORSE SHORTY by Nelson C. Nye. There's a new twist in this story of an Arizona saddle tramp who seeks his fortune in dude ranching and horse breeding.

WILDERNESS CHAMPION by Joe Lippincott. King, leader of the wolfpack, struggles with the Ranger for the devotion of a red hound dog who has learned to run with the wolves.

Fiction

ARMY OF SHADOWS by Joseph Kessel. Heroic struggle of the French underground told by one of its leaders.

BLACKBIRDS ON THE LAWN by Jane Morton. Warmly human picture of small-town interplay of personalities set against a present-day Kentucky background.

BLAZE ALLAN by Lillian Bos Ross. Romance on the Monterey coast back in the 1890s.

BOOMERANG by Comdr. William Chambliss. Top notch Navy yarn, so convincing it is a temptation to believe the USS *Hokeydokey* actually existed.

BOSTON ADVENTURE by Jean Stafford. Neat vivesection of the Boston Brahmins.

THE CAPTAIN'S WIFE by Eiluned Lewis. Quiet charm marks this story of a Welsh mother left to bring up her children alone, while her sea-captain husband is away from home.

DEVIL ON HIS TRAIL by John and Ward Howkins. Action-packed, tense, moving story of the reclamation of Joe Chandler.

FREEDOM ROAD by Howard Fast. Gideon Jackson's rise from a Negro field hand to a member of the U. S. Cougress is pictured against the uneasy background of the reconstruction period in a story of true democratic building and its tragic failure.

GUERILLA by Lord Dunsany. The essence of patriotism, liberty, courage and self-sacrifice is in this moving tale of men who continued to fight against the enemy after their little Balkan country had been overrun.

THE HISTORY OF ROME HANKS by Joseph Stanley Pennell. America's past and present are blended as Lee Harrington muses over the lives of his lusty ancestors, seeing himself as a result of their deeds and characters.

ISLAND IN THE SKY by Ernest K. Gann. Thrilling tale of the race against time and weather to rescue the crew of an ATC plane forced down in unchartered Canadian wilds.

LUSTY WIND FOR CAROLINA by Inglis Fletcher. Last of the Carolina trilogy, begun by "Raleigh's Eden," which tells the dramatic fight to make American trade safe from interference by English officials and pirates.

MAGIC OF LIMPING JOHN by Frank Goodwyn. Superstition and legend pervade this story of a gambling Mexican paisano tricked into believing his own magic.

A MAN'S REACH by Charles Morrow Wilson. Indian fighting and frontier politics are deftly interwoven in this story of Arkansas.

MR. GLENCANNON IGNORES THE WAR by Guy Gilpatrick. Saturday Evening Post readers will need no introduction to Mr. Glencannon, chief engineer of the *Inchcliffe Castle*, whose unrestrained admiration for "Duggan's Dew," leads him through unpredictable adventures.

PIGSKIN WARRIORS by Jackson Scholz. An exciting, fast-moving football story with a wartime setting.

RIDE WITH ME by Thomas B. Costain. Exciting panorama of the Napoleonic era, of campaigns, strategies, early reforms, affaires de coeur—all tightly plotted with suspense.

SHIP TO SHORE by William McFee. Bored with glamor and success, yet lonely, the captain of a luxury liner finds a reason for living in his romance with a New York business girl.

Whodunits

ALL FALL DOWN by L. A. Strong. Jocular Ellis McKay's visit to a famous library becomes a busman's holiday when he finds the much-hated Matt Baildon murdered.

ALL OVER BUT THE SHOOTING by Richard Powell. Flighty and lovable, Arabella makes an amazing heroine whose husband rescues her from one jam after another as they sleuth out a Nazi spy ring in Washington.

GIVE 'EM THE AX by A. A. Fair. Donald Lam, home from the wars and up to his neck in a swift-moving murder mystery.

SIX SILVER HANDLES by Geoffrey Homes. A $1,000 confederate bill and a mysterious fruit tramp were the only clues Humphrey Campbell needed to find the murderer of a wealthy junk dealer.

New Books in the Armed Services Edition

Thirty-two new titles are published each month in the Editions for the Armed Services. Comment concerning them will be appreciated by BuPers. The titles currently being distributed to all ships in commission and to shore based activities outside the United States are:

K- 1—Day, THIS SIMIAN WORLD
K- 2—Marquis, THE OLD SOAK
K- 3—London, THE CALL OF THE WILD
K- 4—Stern, THE DARK GENTLEMAN
K- 5—Brand, THE SECRET OF DR. KILDARE
K- 6—Kantor, THE NOISE OF THEIR WINGS
K- 7—Wilder, BOUNTY OF THE WAYSIDE
K- 8—Rhodes, STEPSONS OF LIGHT
K- 9—Hemingway, SHORT STORIES
K-10—Bright, THE LIFE AND DEATH OF LITTLE JO
K-11—Snow, REBEL OF RONDE VALLEY
K-12—Beston, THE ST. LAWRENCE
K-13—Holbrook, ETHAN ALLEN
K-14—Haycox, THE WILD BUNCH
K-15—Smith, THE STRAY LAMB
K-16—O. Henry, SHORT STORIES
K-17—Berger, THE EIGHT MILLION
K-18—Robertson, MOON TIDE
K-19—Blanco, THE JOURNEY OF THE FLAME
K-20—Ybarra, YOUNG MAN OF THE WORLD
K-21—Walker, WINTER WHEAT
K-22—Canby, WALT WHITMAN
K-23—James, ANDREW JACKSON; THE BORDER CAPTAIN
K-24—Lewis, BABBITT
K-25—Yankee Lawyer, THE AUTOBIOGRAPHY OF EPHRAIM TUTT
K-26—Asbury, SUCKER'S PROGRESS
K-27—Douglas, THE ROBE
K-28—Smith, A TREE GROWS IN BROOKLYN
K-29—Gramling, AP: THE STORY OF NEWS
K-30—Van Doren, BENJAMIN FRANKLIN
K-31—Sterne, TRISTRAM SHANDY
K-32—Spalding, RISE TO FOLLOW

How Did It Start?

CHRISTENING SHIPS: A launching ceremony of drinking a toast from a silver cup, then throwing the cup into the sea, was the immediate forerunner



of our present-day custom of christening new ships. Near the end of the 17th century the practice of breaking a bottle of spirits across the bow of a new ship was substituted for drinking the toast, possibly because of the cost of the silver cup. The original custom apparently was to throw the bottle at the bow of a new ship, but, so a story goes, once the sponsor missed the bow completely, and the bottle struck a spectator, who sued the British Admiralty for damages. After that the bottle was always secured by a lanyard, even as it is today. (*If you have a different version, send it along to the editor.*)

Legislative Matters of Naval Interest

Amendments to the Pay Readjustment Act of 1942, broadening the base of prior service for which officers and enlisted personnel may receive credit for longevity pay purposes and making changes in the payment of certain allowances, became law on 7 Sept. 1944 when the President signed H. R. 1506 (now Public Law 421, 78th Congress).

Briefly summarized, the law does the following:

• Makes permanent the right (heretofore temporary) of officers to count prior enlisted and warrant service for longevity pay purposes, permitting them to take credit for such service to the retired list. While commissioned warrant officers may count prior enlisted and warrant service for longevity pay purposes, only commissioned service with creditable record may be counted for purposes of advancement in pay period.

• Allows warrant officers and enlisted men to count for pay purposes all types of service that officers may count, with a few exceptions.

• Adds to services which may be counted for pay purposes service in the Enlisted Reserve Corps, the Army and Navy Medical Reserve Corps and Army and Navy Dental Reserve Corps.

• Makes servicewomen eligible for allowances for dependent (in fact) husband, children or parents.

• Authorizes payment of mileage from place of release from active duty to place from which originally ordered to active duty, even though such travel is not actually performed between the two points.

• Grants payment of reenlistment allowance to reservists with not less than one year's continuous active service who, within three months from date of discharge from reserve, enlist in that branch of the regular service. The allowance will be computed on the basis of the number of full years of continuous active service immediately preceding discharge from the reserve component.

Longevity pay, as usual, means an increase of 5% in base pay for each three years of service recognized for this purpose, the total increase not to exceed 50% for a period up to and including 30 years.

Under provisions of the new act, no back pay and allowances accrue to any person who is not entitled to receive active and retired pay on 7 Sept. 1944.

While the law became effective 1 Oct. 1944, provisions affecting longevity pay are retroactive to 1 June 1942. Instructions to be issued to disbursing officers will permit readjustment of pay accounts of all officers and enlisted personnel involved back to 1 July 1942. Differences in pay and allowances for the period 1 to 30 June 1942 will be paid, however, only on submission of claims to the General Accounting Office, through disbursing officers and official channels, because the appropriation of the Navy Department for pay purposes prior to 1 July 1942 has lapsed.

In passing the pay bill amendments outlined above, Congress did not approve the proposal to allow service as midshipmen, cadets and aviation cadets to be credited for longevity pay purposes. Separate bills (S. 2127 and H. R. 5372), designed to accomplish this objective, were introduced recently and are now pending in Senate and House. The measures have been approved by the Navy Department.

Legislation to permit members of the Women's Reserve of the Navy, Marine Corps and Coast Guard to volunteer for assignment to shore duty in the American Area (including North and South America) and the territories of Hawaii and Alaska, which are in the Pacific Area of operations, was passed by Congress and sent to the White House where, as the BULLETIN went to press, it awaited action by the President. The new legislation would not affect provisions of existing law barring Waves from foreign service in other areas.

Only those Women Reservists who volunteer for duty outside continental U. S., within the limitations outlined above, and who otherwise are eligible will be considered for assignment under the legislation if it becomes law.

* * *

Executive confirmations for temporary service recently confirmed by the Senate:

• To be Admiral: Chester W. Nimitz and Royal E. Ingersoll (to replace spot promotions in each case).

• To be rear admirals:

Line: Clifton A. F. Sprague, George R. Henderson, Ralph A. Ofstie, William D. Sample, Frank E. Beatty, Frank J. Will, Albert M. Penn, John L. McCrea, and Paul Hendren.

Medical Corps: Edward U. Reed, George C. Thomas, William L. Mann, jr., Joseph J. A. McMullin, Richard H. Laning, and Daniel Hunt.

Supply Corps: Frank Baldwin, Everett G. Morsell, Arthur H. Mayo, John J. Gaffney, Malcolm G. Slarrow, and Walter A. Buck.

Civil Engineer Corps: Henry F. Bruns, James T. Mathews, John J. Manning, Carl H. Cotter and Carl A. Trexel.

• To be commodores, to continue while serving in indicated billets:

Albert G. Noble, with 7th Amphibious Force.

Cortlandt C. Baughman, commander of a naval base.

William M. Quigley, deputy commander, forward areas, Central Pacific.

Virgil E. Korns, commander, amphibious forces in United Kingdom.

Edward J. Moran, assistant deputy administrator for small vessels, War Shipping Administration.

Oliver O. Kessing, island commander.

Gail Morgan, commander, NOB, Midway.

Dixwell Ketcham, commander, Fleet Air Wing 1.

Julius F. Hellweg, superintendent, Naval Observatory.

Milton S. Davis, port director, Naval Transportation Service, San Francisco.

Charles F. Russell, commander, NTC, Bainbridge, Md.

Harry A. McClure, commander, NTC, Norfolk, Va.

Schuyler F. Heim, commander, NOB, Terminal Island (San Pedro), Calif.

Harry A. Badt, commander, NTC, Sampson, N. Y.

Cary W. Magruder, commander, NTC, Newport, R. I.

Robert R. M. Emmet, commander, NTC, Great Lakes, Ill.

Vance D. Chapline, director, Fleet Maintenance Division, CNO.

Frank M. Kelley, commander, NTC, Farragut, Idaho.

Robert S. Haggart, commander, NTC, San Diego, Calif.

Edmund W. Burrough, staff of Cominch.

Robert W. Cary, commander, NT&DC, San Francisco, Calif.

John K. Richards, commander, OTC, New York.

Richard A. Warner, Medical Corps, medical officer in command, naval dispensaries, Navy Department, Washington, D. C.

In the Marine Corps:

• To be major general: Lemuel C. Shepherd jr. and Graves B. Erskine.

• To be brigadier general: Robert Blake and William A. Worton.

What's in a Name?

SCUTTLEBUTT: Sailing vessels carried large casks which were filled with fresh water for drinking purposes at the commencement of each voyage and at points where fresh water could be obtained during the voyage. Smaller casks, known as "butts," were placed conveniently throughout the ship and filled from the large containers. Water was drawn from the "butts" by means of a spigot placed in a "scuttle" (Anglo-Saxon for "hole") in the side. Hence, the term "scuttlebutt," meaning water cask and, later, water fountain. Since men exchanged stories as they gathered round the scuttlebutt for drinks, the term also grew to mean gossip or rumor.



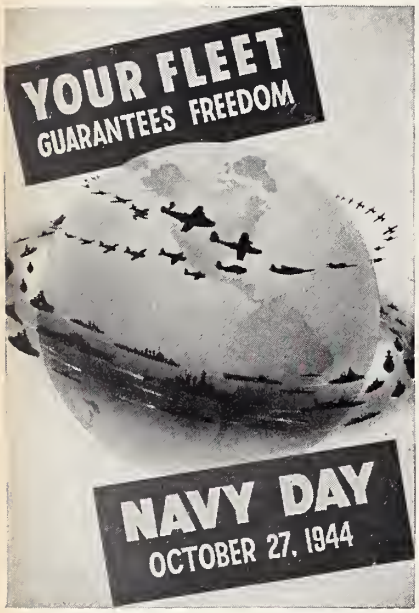
BUREAU OF NAVAL PERSONNEL
INFORMATION BULLETIN

OCTOBER 1944 NAVPERS-O NUMBER 331

This mogozine is published for the informotion ond interest of the Naval Service as a whale, but opinians expressed are not necessarily those af the Navy Deportment. Reference ta regulations, arders ond directives is far infarmatian anly and does not by publicatian herein canstitute outharity for oction. Articles af general interest moy be forworded to the Editor.

THE REAL POINT ABOUT NAVY DAY

On 27 October the folks back home will celebrate Navy Day. They will have a great deal to celebrate: we have been built into a fleet of staggering size, and we have won great victories. Indeed, we have already concluded in triumph the major naval phases of the war in Europe.



1944 NAVY DAY POSTER

BUT—and how big a "but" it is, the Navy knows only too well—Navy Day will have to be celebrated this year in full recognition of the job yet ahead. Until Japan is defeated, utterly and convincingly, the Navy and the nation have a job to do.

As Secretary Forrestal told the American Legion convention on 20 September, the transfer to Asia of the tremendous power that was amassed in Europe to crush the Nazis cannot be accomplished overnight. There are millions of men and vast amounts of materiel to be transported to the shores of China, to the airfields of Burma, or to other points from which we can deliver the final blows against Japan. It took well over two years to accumulate the power for the European invasion and campaigns — and when we realize that the logistic problem in the Pacific war is three-to-one over the European war, it is obvious that we have no simple job ahead of us.

These facts the Navy knows, and the nation knows as well, and they will inevitably overshadow any recognition of the great achievements to date. The biggest point of Navy Day will be its chastening reminder of the enormity of the job yet to be done, so that some day soon, the *real* victory may be celebrated without reserve.



1. 21 Aug.—U. S. B-29s raid Japan.
2. 23 Aug.—Marseille freed.
3. 23 Aug.—Rumania joins Allies.
4. 23-25 Aug.—Paris freed.
5. 30 Aug.—Reds take Ploesti.
6. 30 Aug.-1 Sept.—U. S. carrier planes blast Volcano Islands.
7. 1 Sept.—British 8th Army drives into Gothic Line.
8. 4 Sept.—Finns, Russians conclude armistice.
9. 4 Sept.—Yanks enter Holland.
10. 6-13 Sept.—U. S. Navy pounds Yap, Ulithi, Palaus.
11. 7 Sept.—Japs capture U. S. air base at Lingling, China.
12. 8 Sept.—Reds enter Bulgaria.
13. 8 Sept.—B-29s raid Manchuria.
14. 9-13 Sept.—U. S. carrier planes batter Japs in Philippines.
15. 11 Sept.—U. S. 7th, 3d Armies join forces at Dijon.
16. 11 Sept.—Russians send patrols into East Prussia, renew Warsaw drive.
17. 11 Sept.—U. S. 1st Army invades Germany.
18. 12 Sept. — British 2d Army drives into Holland.
19. 14 Sept.—U. S. Central Pacific forces invade Palau Islands.
20. 14 Sept.—Allied Southwest Pacific forces land on Morotai Island.
21. 15 Sept.—U. S. 3d Army takes Nancy.
22. 17 Sept.—Allied airborne Army lands behind Nazi lines in Holland.
23. 17-20 Sept.—Russia drive on Riga overruns 3,000 towns.

LETTERS TO THE EDITOR

This column is apen ta unofficial communicotions fram within the Navol Service an motters of genero! interest. However, it is not intended to conflict in any way with Navy Regulatians regarding the farwarding af official mail through chonnels, nar is it ta substitute far the policy af abtaining infarmatian fram lacol cammands in all passible instances. Cammunicatians which vialate these pravisions may be returned vio official channels. Do nat send pastage ar return envelapes; no privote reply will be made.

SEA DUTY

SIR: Does an enlisted man's time (sea duty) count double time during this war? —M.L.C.

• *No. Sea duty has not counted double since the Spanish-American War.*—ED.

SYMPATHY CHITS REQUESTED

SIR: Would it be possible to obtain 400 reprints of the Sympathy Chit published in your August 1944 issue? If not, may we borrow the plate and have some printed?—R.C., Ens., USNR.

SIR: . . . May we have permission to reprint the chit?—W.M., S2c.

• *Sorry, neither reprints nor plates are available — but the Sympathy Chit was purposely published large enough so that readers might have it reproduced by photograph, photostat or engraving for personal use. No further permission is necessary.*—ED.

MARRIED NURSES?

SIR: In the August issue (p. 33) you state that a member of the Navy Nurse Corps is addressed as "Miss (or Mrs.) Smith." I believe you will find this is quite impossible, for there are no married women in the NNC. Marriage automatically brings about their resignation. I trust you will find this correct.—D.J.S., PhM2c, USNR.

• *Well, not quite. Although there are no married women in the Navy Nurse Corps, it does not bar widows or divorcees, either of whom may be addressed as "Mrs."*—ED.

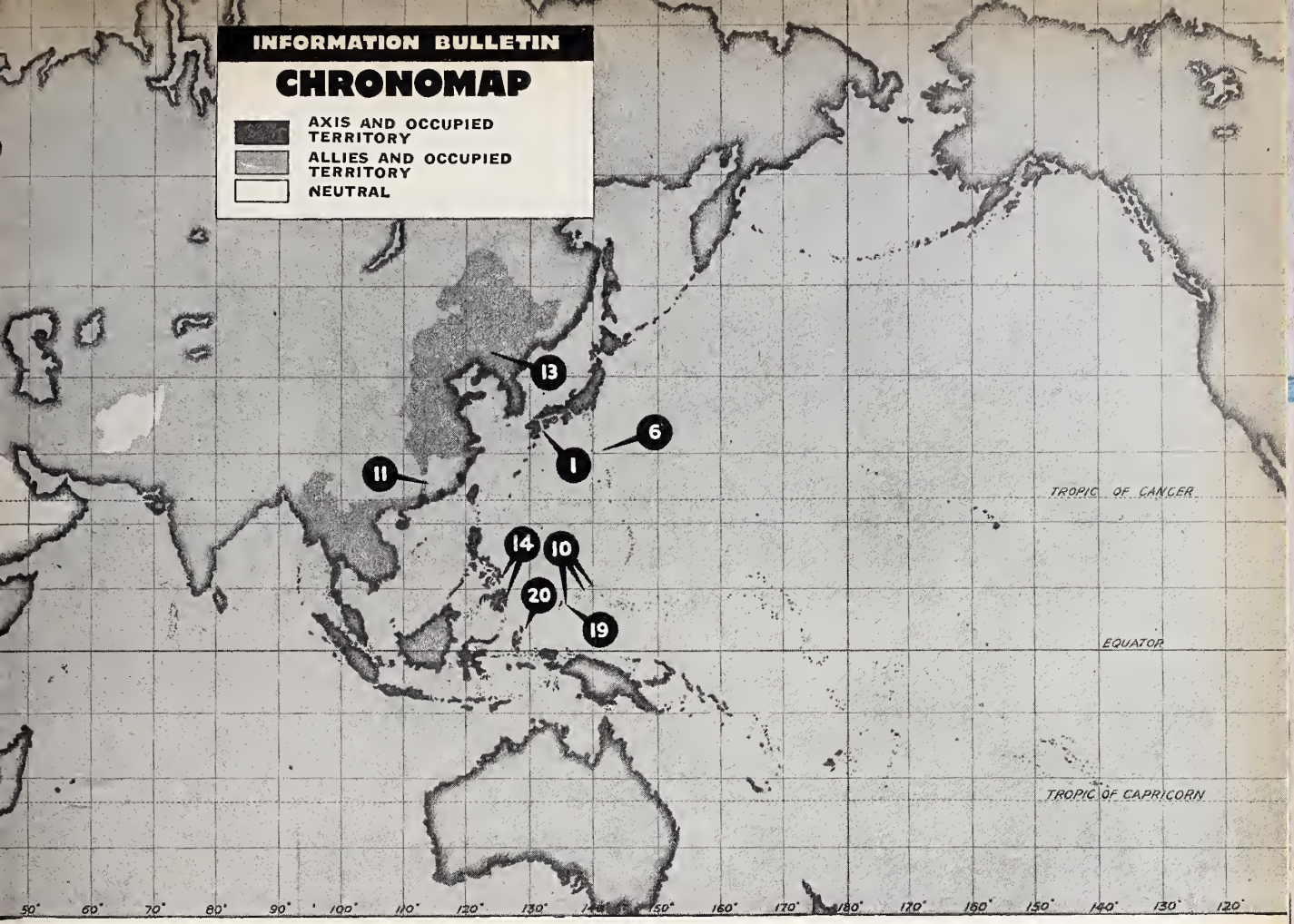
USN (I)

SIR: In the August 1944 INFORMATION BULLETIN, letters column, you stated that USN(I) was regular Navy. I am USN(I) and would like to know how it is determined whether an inductee, as I was, is placed in the regular Navy or the Naval Reserve. In regard to being in the regular Navy, I understand that the term of enlistment is six years. My card shows that my term of enlistment expires March 1946. Is this regardless of how soon the war ends?—P.A.P., S2c.

• *Inductees subsequent to induction may elect to voluntarily sign regular enlistment papers if physically and otherwise qualified, either for a two-year enlistment in the Naval Reserve or a six-year enlistment in the regular Navy. Those who do not choose or who are not physically or otherwise qualified for either of these alternatives, remain USN(I).*

The Judge Advocate General of the Navy has ruled that all men procured

(Continued on Page 61)



THE MONTH'S NEWS

PERIOD 21 AUGUST THROUGH 20 SEPTEMBER

Americans Invade Germany; New Pacific Landings Carry Allies Close to Philippines

The War

As Allied armies hammered the Siegfried Line last month and dropped an airbone army beyond it in Holland, U. S. amphibious forces struck simultaneously at two islands just 250 miles south and 560 miles east of the Philippines.

Admiral Chester W. Nimitz, USN, Commander-in-Chief, U. S. Pacific Fleet, sent his forces ashore on Peleliu Island in the Palau group, 531 miles from Davao. Site of the best Jap airfield in the Palaus, Peleliu probably was the most heavily defended island in the group; after four days Admiral Nimitz announced that more than 5,500 of the defenders had been wiped out. U. S. Army troops, landed on nearby Angaur Island two days after Marines stormed ashore on Peleliu, also made rapid progress against lighter opposition.

The Palau Islands have been an important Japanese stronghold, garrisoned by an estimated 40,000 troops. Their strategic importance was emphasized by Admiral Nimitz, who pointed out that the seizure of Palau would isolate the Japanese in the Carolines and make their base at Truk "next to useless." Palau also would provide a base from which to strangle communications between Japan and her conquered territories in New Guinea and the Dutch East Indies.

Gen. Douglas MacArthur, Allied commander in the Southwest Pacific area, effected complete surprise in landing his forces the same day on Morotai Island in the northern part of the Halmahera group. Only 10 Japs were on the beach when Army assault troops swarmed ashore. The Japanese apparently had expected a landing in the Halmaheras, but had prepared for it and built up their strength on a lower part of the islands. Pitoe airstrip, the major objective on Morotai, was quickly taken, and control of the island was secured a few hours after the landing.

General MacArthur said that seizure of this island group penetrates the Halmahera-Philippine line and imperils enemy conquests to the south by threat of envelopment. It cuts off and isolates the enemy garrison in the East Indies, estimated at 200,000 men, and severs the vital oil supply line to the Japanese mainland.

That General MacArthur will lead Allied forces in the impending re-conquest of the Philippines was revealed 18 September by Admiral Nimitz, who announced that it will be the Navy's

LAST NOVEMBER



U. S. conquest of the Gilberts smashed a hole in Japan's eastern defenses and removed the threat to Allied supply lines to the South Pacific. A Navy task force sank five Jap warships which tried to block our invasion of Bougainville.

NOVEMBER 1944

SUN	MON	TUE	WED	THU	FRI	SAT
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

★ WHAT WILL WE DO THIS YEAR? ★



Official U. S. Navy photograph

Five Navy Helldivers leave four Jap ships in smoke at Haha Jima in the Bonin Islands 600 miles south of Tokyo.

task to protect and support this campaign.

Admiral William F. Halsey Jr.'s 3d Fleet paved the way for the Palau and Halmahera landings with a series of attacks on the Philippines and a final smash at Palau before the troops went ashore. On 9 September his carrier planes struck at Mindanao in the first seaborne attack on the Philippines, sinking or damaging 89 ships of various sizes and categories, destroying 68 planes and wrecking five airfields. Their most spectacular accomplishment was the destruction of an entire 52-ship convoy.

Two days later Admiral Halsey's force softened up Palau, then moved back to the central Philippines and shot down 156 planes, destroyed 277 on the ground, sank 40 more ships and damaged 43 others. During the six-day rampage in the Philippines 501 Jap planes were destroyed. Air opposition and antiaircraft fire were meager.

For the invasion of the Palaus an armada estimated at close to 2,000,000 tons was assembled, and the preliminary bombardment totaled more than 1,350 tons of shells, including 9,000 rockets fired at beach defenses by LCIs.

In the European theater, meanwhile, capitals of five countries were liberated or captured in the Allied squeeze from the east and west. Paris citizens rose from the underground as Allied troops approached and announced the city liberated on 23 August; fighting raged in the streets for two more days, however, and snipers attempted to pick off Gen. Charles De Gaulle when he arrived on the 25th. Brussels, capital of Belgium, and Luxembourg, capital of the duchy of the same name, were freed by the British 2nd and the U. S. 1st Armies.

The Red Army captured Bucharest on 31 August, swept on to take Sofia, and by 20 September was driving on Belgrade and Budapest. Germans still held Warsaw but it was threatened by a renewed Russian drive.

The greater part of France had been liberated and the battle for Germany was rapidly drawing to a climax as Hitler's armies fled in confusion toward the doubtful safety of the Siegfried Line. In 37 days General Patton's U. S. 3d Army had chased the Germans 700 miles—probably the most rapid advance in military annals. His motorized columns slashed ahead so fast that the Nazis never could tell where the front was from hour to hour. When supply lines could not keep pace, gasoline was dropped to advance units by parachute. When General Patton finally ran "off the map" as he neared the German frontier, tons of maps were dropped to him from planes.

Chateau Thierry, Soissons, Verdun and other familiar French towns which American doughboys fought for in World War I were overrun with scarcely a struggle. General Eisenhower announced on 25 August that German losses since D-day were more than 400,000, including 200,000 prisoners. By 18 September the bag of prisoners alone had risen to 457,346 and the total was rising daily.

From the south, General Patch sent columns of his U. S. 7th Army racing north to join General Patton's 3d Army and cut off one of the few remaining avenues of escape for Germans still in France. This junction was effected on 11 September.

On the left flank the Canadian 1st and British 2d Armies swept along the Channel coast. The British took Amiens, center of the robot bomb launching activity, while the Canadians took Ostend and Dieppe. Then they moved toward Holland and were attempting to clear the Schelde estuary and open the ports of Flushing and Antwerp to Allied shipping.

The Siegfried Line was breached in several places near Aachen as the U. S. 1st Army moved toward Cologne through a country of small German farms and well-kept little forests.

The crowning blow fell on 17 September when an Allied airborne army, estimated by the enemy at 20,000 men, was landed in Holland. Hard-hitting armored forces of the British 2d Army soon joined with the airborne troops and the combined forces drove toward Rotterdam and Amsterdam.

With these powerful armies pounding at the west wall, Lt. Gen. Kurt Dittmar, Nazi radio commentator, told the German people: "It is the deficiency of means that places success out of our reach. We are beaten by the weapons we have forged."

On the other side of the Reich, the Russian drive against Warsaw was slowed down while the Reds concentrated on cleaning up the Balkans. Rumania announced on 23 August that she was joining the Allies in the war against Germany, and two days later Bulgaria asked the U.S. and Britain for surrender terms. The Russians plowed ahead through Hungarian-annexed Transylvania, captured Ploesti and the surrounding oil fields and reached Bucharest the following day.

The Finns reached an armistice with Russia on 4 September and

CASUALTY FIGURES

Casualties among naval personnel through 20 September totaled 62,811. Total since 7 Dec. 1941:

	Dead	*Wounded*	*Missing**	*Prisoners**	*Total*
U. S. Navy.....	17,129	7,901	8,415	2,523	35,968
U. S. Marine Corps..	7,584	15,705	854	1,943	26,086
U. S. Coast Guard..	356	175	226	0	757
Total	25,069	23,781	9,495	4,466	62,811

* A number of personnel now carried in the missing status undoubtedly are prisoners of war not yet officially reported as such.

agreed to expel all German troops by the 15th. Nazi troops began leaving but burned Finnish homes as they withdrew. There were clashes between Finnish and German troops which developed into a virtual state of war.

Charging that Bulgaria was assisting the Nazis, Russia declared war on her former Slavic friend. Bulgaria immediately sued for peace, and declared war on Germany to show her good intentions.

After advancing to the border of Yugoslavia and joing forces with Marshal Tito, powerful Red Army forces resumed their offensives against Warsaw and Riga. Russian patrols crossed into East Prussia on 11 September, the same day that American forces were entering the Reich from the west.

To the south in Italy, the British 8th Army breached the Gothic Line in three places and advanced past Pisa. The U. S. 5th Army captured Prato and Pistoia, but General Kesselring's soldiers were fighting fanatically to hold their defense line.

From bases in China B-29 Superfortresses paid two more visits to Japanese industral targets. On 21 August they attacked Kyushu, Jap home island, guided to the target by fires still burning from a previous raid. Four of the big bombers were lost; 40 Jap aircraft were destroyed or damaged. On 8 September a large force of B-29s dumped tons of explosives on Anshan, important iron and steel center in southern Manchuria. One bomber failed to return from this mission.

In the Burma theater Chinese forces made contact with those of General Stillwell, and the capture of Lungling opened a potential overland supply road from India to Tengchung.

However, the Japs were driving down the Hunan-Kwangsi railway, and an advance of 100 miles more would cut China in two. They captured the U. S. air base at Lingling and the seaport of Wenchow, and by the 20th were only 62 miles from another important U. S. base at Kweilin.

U. S. subs reported sinking 74 more Jap ships in the Pacific, including four destroyers and three other combatant vessels. The Navy Department also announced that the submarines USS *Robalo*, USS *Gudgeon* and USS *Flier* were lost.

A compilation of Japanese shipping losses disclosed that U. S. sea and air forces have sunk 2,031 of those vessels since Pearl Harbor, not counting about 2,000 barges, river boats and lesser craft. The Japs have lost three battleships, seven carriers, 60 cruisers, 152 destroyers, 15 submarines and 93 miscellaneous fighting ships.

U-boat activities in the Atlantic sank to the lowest ebb of the war as German submarine bases in France were captured and the remaining subs forced into the North Sea.

At Quebec, President Roosevelt and Prime Minister Churchill met with their military leaders, for the 10th time during the war, to discuss plans for the final crushing blow against Germany and a unified campaign against Japan. As Mr. Churchill remarked on his arrival at the conference: "Victory is everywhere."



Avenger springs aloft with assistance of four 330-horsepower jet units.

Navy Now Has Jet Units To Aid Planes In Takeoff

The Navy is now prepared to use jet-assisted takeoff for both carrier planes and flying boats. The jet propulsion thrust reduces takeoff runs and increases plane loads.

Jet units, cylinders full of a solid propellent, are fastened to the fuselage of a plane and ignited by an electrically controlled spark plug. Each unit delivers thrust equivalent to about 330 horsepower, which is available throughout the takeoff period.

Using these units, a Navy fighter can cut its takeoff run in half. This means that carriers can use more of their deck space for planes and get more planes, more heavily loaded, into the air sooner. Land-based Navy and Marine fighters can use small island airstrips safely.

The Navy's big flying boats will find JATO (jet-assisted takeoff) extremely useful, too. With four, six or eight JATO units, used in salvo or in a series, a flying boat can greatly increase its payload and still take off in the limited area of Pacific island lagoons.

The Navy started its jet-assisted takeoff experimental program more than three years ago at the Naval Engineering Experiment Station, Annapolis, Md., under the supervision of Capt. Calvin M. Bolster, USN. The first small jet units were built by the California Institute of Technology, and the first flight test was made on 1 March 1943 by Capt. William L. Gore, USMC. While still a Marine private, first class, Captain Gore had believed enough in the jet-assisted takeoff to spend his own money on experiments.

Five units were installed on a Wildcat fighter, in which he taxied to the runway and flicked the switches that fired the JATO units. There was a loud, shrill noise, like steam escaping from a dozen high pressure boilers, and the Wildcat shot into the air on a column of white smoke. It was by far the quickest takeoff that plane had ever made.

Comdr. Leroy C. Simpler, USN, former commander of Fighting Squadron 5, made the first jet-assisted takeoff from a carrier with the same plane on 18 March 1943. Again the speed of takeoff amazed pilots.

Meanwhile, in 1942, the Navy had let contracts for further experimental development to the Aerojet Engineering Corp. of Pasadena, Calif., which went to work on a more powerful unit. By June 1943 the power of the units had been increased five times their former value and, following highly successful tests, orders were placed for quantity production.



Official U. S. Navy photographs

Corsair equipped with jet units roars down carrier deck for takeoff.



INSPECTION: Secretary of the Navy James Forrestal chats with jeep driver on visit to front in Southern France.

Navy News

• A 2,200-ton destroyer named in honor of the late Secretary of the Navy, Frank Knox, was launched at Bath, Me., on 17 September. It was christened by Mrs. Knox, who was introduced by Under Secretary of the Navy Ralph A. Bard. Mr. Knox was extolled by Admiral Ernest J. King, USN, Cominch and CNO, who welcomed the new destroyer to the fleet. The *Frank Knox* carries five-inch dual purpose guns and a powerful array of 40-mm. and 20-mm. antiaircraft guns, in addition to torpedo tubes and other offensive weapons.

• The Army-Navy football game on 2 December will be played at Annapolis and attendance will be limited to residents within a 10-mile radius from Annapolis. This limitation was imposed to avoid any unnecessary burden upon transportation facilities and to discourage nonessential use of gasoline and tires. Since the Naval Academy is the home team this year, arrangements for the game are made by the Navy.

• To handle an estimated 25,000,000 Christmas packages for Navy, Marine Corps and Coast Guard personnel at sea or overseas (INFORMATION BULLETIN, Sept. 1944, p. 66), Fleet Post Offices at New York and San Francisco have acquired 450,000 square feet of additional space and increased their staffs by 50%. The expansion at San Francisco includes the use of an entire building, plus six Quonset huts, while the New York office has taken extra space at Pier 51. Personnel increase in both offices will total 1,900. The deadline for mailing Christmas packages overseas is 15 October.

• Navy personnel throughout the world will have the usual turkey and all the "fixin's" on Thanksgiving day, 23 November. The Navy has purchased 12,000,000 pounds of choice young tom turkeys for its three "turkey days"—Thanksgiving, Christmas and New Year's—which will allow about one pound for each man in the U. S. and 1½ pounds for those afloat or overseas. In addition to roast turkey, the menu for all three holidays will contain such delicacies as tomato juice, sweet pickles, celery, olives, giblet gravy, sage dressing, cranberry sauce, mashed potatoes, asparagus, fruit salad, Parkerhouse rolls, mince pie, ice cream, nuts and coffee.

• The Commanding General of the Rome Area has been informed that "His Holiness the Pope has expressed his appreciation of the fine example, bearing and conduct of Allied troops in Rome," it was revealed last month by Mr. Myron C. Taylor, the Personal Representative of the President of the United States to His Holiness the Pope.

• Officials of a group of factories and shipyards that have supplied the Navy with materiel and munitions during the war have organized the Navy Industrial Association for the purpose of continuing their teamwork after hostilities have ceased. Aims of the new organization are (1) to establish a close working relationship between the Navy and the industrial concerns; (2) to provide a mutual understanding so that problems of the Navy and industry can be met through cooperative effort; (3) to assist in scientific research in all fields which affect the maintenance and growth of the Navy and (4) to assist the Navy with technical information. The new association was praised by Secretary of the Navy Forrestal, who was guest of honor recently at a dinner attended by 1,500 representatives of the Navy and industry.

• An agreement establishing joint Army-Navy disciplinary control boards in each naval district and Army service command within the continental limits of the U. S. was announced on 29 August by Ralph A. Bard, Acting Secretary of the Navy, and Robert P. Patterson, Acting Secretary of War. These boards will meet at least once per month to consider reports on prostitution, venereal disease, liquor violations and other undesirable conditions, as they apply to service personnel. Boards will recommend "out of bounds" areas and will cooperate with civil authorities in dealing with problems under the boards' jurisdiction.

• After five months in the Atlantic and Mediterranean theaters, during which time she participated in every European engagement involving sea support, the USS *Nevada* arrived in New York harbor last month.

Capt. Powell M. Rhea, USN, said that D day and the battle for Cherbourg were the "hottest" engagements the *Nevada* was in. On D day she fired 2,300 14-inch shells and 400 5-inch shells, approximately 2,500 tons of ammunition. At Cherbourg she was straddled 27 times by German shells, but in none of the engagements were any men lost.

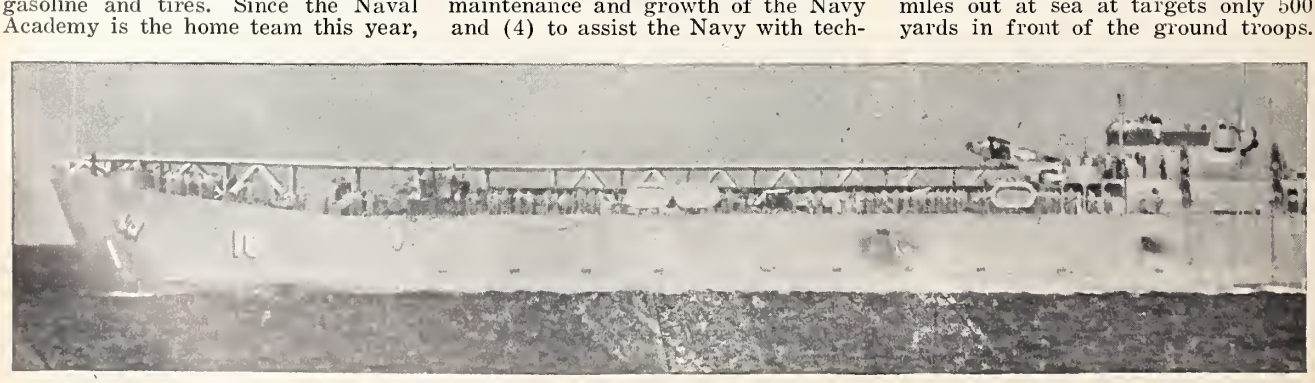
So confident did Army officers become in the ability and accuracy of the *Nevada's* gunners that at times she was firing from more than 15 miles out at sea at targets only 500 yards in front of the ground troops.

So Sorry

A Jap pilot, who mistook a Navy fighter for a friendly plane paid for the mistake with his life.

Lt. (jg) James Ritchie, USNR, was flying a Hellcat on a photographic mission in the Pacific recently when he sighted a Hamp fighter 2,000 feet above him. The Jap saw him, waggled his wings in a friendly gesture of recognition and began a slow circle.

Lieutenant Ritchie waggled his wings back with equal friendliness and climbed closer to the Jap plane. Coming within easy range, he opened fire and the Hamp plunged into the ocean in flames.



Official U. S. Navy photographs

Navy reveals new role for landing ship: Piper Cub plane is about to take off from runway on LST.

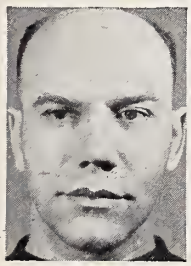
On D day the *Nevada* received an assignment from fire support officers to open up on three separate enemy concentrations consisting of infantry, tank and artillery units. Her guns wiped them out in a little over 20 minutes, and the Army acknowledged that the *Nevada's* gun support secured the beachhead.

The last salvo fired from the *Nevada's* guns before she was ordered home destroyed the Chateau d'If, off Marseille, where the Count of Monte Cristo was imprisoned. It had been fortified by the Germans.

• Two new Navy frigates have been named the USS *Uniontown* and USS *Gladwyne* in honor of the home towns of Gen. George C. Marshall, chief of staff of the U. S. Army, and Gen. Henry H. Arnold, commanding general of the Army Air Forces. Uniontown, Pa., is the birthplace and official residence of General Marshall, while Gladwyne, Pa., is the official residence of General Arnold.

• Fireproof plywood has been developed through cooperation between BuShips, the Forest Products Laboratory and private industry, and will be used extensively in the Navy for bulkheads in small craft and in repairing battle damage. Laboratory tests have shown that a piece of treated plywood 3/16 inches thick can be subjected to temperatures of 1,200 degrees F. for 20 minutes and, although the side exposed to heat chars, the other side does not even discolor.

• J. B. Sardiga, Y1c, USNR, now stationed at Camp Parks, Calif., is believed to be the first in the Navy to receive a master's degree by completing his studies through correspondence courses arranged by the Educational Services Section of BuPers. He was awarded an M.A. degree from Hardin-Simmons University on 20 August after completing a course in personnel management by correspondence at Iowa State University. Sardiga has been a school teacher for 18 years, having formerly headed the department of commerce at East Central Junior College, Decatur, Miss. First Navy man to receive a bachelor's degree this way was Laurence W. Soule, Y1c (Aug. 1944 INFORMATION BULLETIN, p. 62).



J. B. Sardiga

• More than 30,000,000 pieces of V-mail, airmail and regular letter mail destined for the Atlantic area was sent from the Fleet Post Office, New York, by plane during July. This unusual service was made possible by excellent flying weather which permitted many cargo planes to carry more mail as filler. More than 99,000,000 pieces of Navy mail were handled by all Fleet Post Offices during July.

• To conserve rubber, the Navy is now retreading 15,000 airplane tires a month, thereby freeing manufacturers' facilities and natural rubber for the production of new tires. In many cases it has been possible to retread aircraft tires more than once without danger to personnel or planes. In the past year an officer has been designated at each air station in this country to see that tire pressures are checked every 24 hours; that tires not in use are stored in the correct position and temperature; that seaplane ramps are kept clean of sea shells and other abrasives; that tires are washed of salt water; and that they are protected from the sun and from oil during plane repairs.

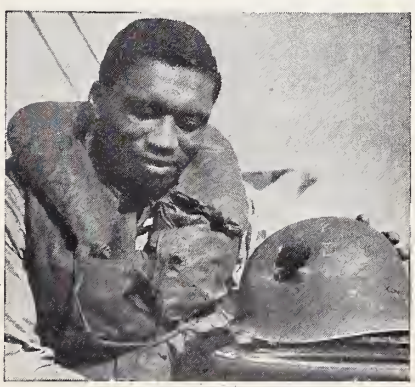


Official U. S. Marine Corps photograph

Marines on Tinian enjoy substitute for K-rations.

• One of the world's shortest airmail routes—17 miles in length—has been put into operation by the Navy in Bermuda. Every morning a Grumman Goose takes off from the Naval Air Station with sacks of mail for naval personnel stationed on the opposite end of the island. The amphibian plane makes the trip in 11 minutes. The trip would take about two hours by truck, under existing speed laws and with unpaved roads.

• Quick thinking on the part of a rear seat gunner in a Helldiver probably enabled the pilot to elude pursuing Jap fighters and return to his carrier: William O. Haynes Jr., ACRM, USN, of Cranston, R. I., was shot through the jaw in a raid on a Jap-held island and couldn't speak on the inter-communications microphone to his pilot. Knowing that an intercom mike makes a slight click in the pilot's earphones when turned on, he turned the mike off and on and managed to tell the pilot in Morse code that he was still alive and also to warn him of pursuing Jap fighters.



Official U. S. Coast Guard photograph

LUCKY Coast Guardsman examines helmet he wore during Riviera invasion. He escaped with a superficial scratch.

• War bond purchases by naval personnel in August again passed the $30,000,000 mark, reaching a total of $34,719,265. This included purchases of $18,513,225 by the payroll savings plan for civilian personnel, $12,261,281 by allotment purchases for uniformed personnel and $3,944,759 in cash sales. Civilian employes of naval centers led all other naval groups in August bond purchases. Naval Training Center, Great Lakes, Ill., led in new military allotments for the month with 23,528.

• A staff of young men, some of them only 26, helped Rear Admiral Frank J. Lowry Jr., USN, commander of the 8th Amphibious Force, plan the assault on southern France. His chief of staff is 41, the deputy chief of staff 38, and the planning officer 35. The assistant planning officer, planning operations officer, staff gunnery officer, chief signal officer and current operations officer all are 26 years old and members of the Naval Reserve.

• Four employes of the Navy Hydrographic Office, whose combined service totals 180 years, have received letters of commendation from the Secretary of the Navy. They are Hendree P. Simpson, 51 years' service; Charles W. Lehew, 46 years' service; Albert E. Dye, 42 years' service, and Harold B. Mayhew, 41 years' service.

• So thoroughly have Allied navies driven German raiders from the sea



Official U. S. Navy photograph

QUONSET CHAPEL: Newest thing in church architecture is this "cathedral" built on Eniwetok in the Marshalls.

and sky around the British Isles that an American cargo ship was able to sail through the English Channel and Irish Sea recently without an escort. The SS *Ephraim Brevard* made the voyage alone accidentally when she failed, through a misunderstanding, to rendezvous with her convoy. Not a single U-boat or German plane was encountered.

• A new powdered salt water soap, developed particularly for use in ship's laundries, is now included in standard stocks at all Navy Yards. It will also be available at advance bases within a short time. The soap will enable ship laundries to use salt water instead of fresh water, thus conserving critical supplies, and will clean clothes more rapidly without injuring fabrics. For years the Navy has issued salt water soap in bar form for use by sailors but it is not adaptable for use in laundry machines. The new product was developed by BuShips.

Ships & Stations

• On the desk of Lt. (jg) Rex L. Christensen, (ChC) USNR, Mormon chaplain at NTC, Farragut, Idaho, is an object that is almost bound to make a caller feel at home. It's a cookie jar. The jar, in the form of a medieval monk and inscribed "Thou Shalt Not Steal," was the gift of two lady visitors who decided the office needed a touch of home. From 75 to 100 men a day call on the chaplain and the steady supply of home-made cookies sent from all sections of the country never gets stale.

• Howard W. Pingree, PhM3c, USNR, on duty at the Naval Hospital, NTC, Farragut, Idaho, killed a 2-lb., 14-in. trout while skipping stones on Lake Pend Oreille. Pingree had five witnesses and the fish to prove the feat.



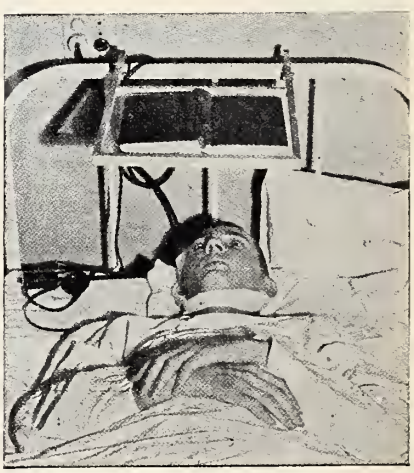
• Newest editions to fire-fighting facilities at NAS, Corpus Christi, Texas, is a red jeep for Fire Chief J. H. Rowan, ACOM, USN (Ret.). The jeep spearheads the Fire Department's attacks on fires and the hazards which produce them. Equipment for extinguishing small blazes is carried aboard.

• Frances Sims, PhM3c, Naval Hospital, San Diego, Calif., attended the launching of the USS *Hocking* as a spectator and ended up as sponsor of the 455-foot, 10,500-ton combat transport. She was chosen when an employee of the shipbuilding company who had won the right in a drawing to pick the sponsor couldn't locate his wife or daughter in time.

• Mascots: Brutus, 185-lb. great dane, died of dropsy at NAS, Squantum, Mass., where he had mascoted since 1942; Scuttlebutt, aged bird dog, was crushed to death by a truck at Camp Lee-Stephenson, Quoddy Village, Me.; Blacky, commissary cat at the Naval Hospital, Farragut, Idaho, mothered a litter of four; Student Prince, great dane at the ATB, Little Creek, Va., was rated S2c; an unnamed goat was striking for a rate at an NAS, "Somewhere in the Pacific," where it is mascot of the local CBMU; Brownie, curly-tailed pup at NAS, Quonset Point, R. I., goes daily to the ship's service store for a dish of ice cream.

• A veteran of almost three decades of Navy service, the USS *Melville* now has the job of helping to keep in repair the fleet of ships that shuttle men and supplies from the British Isles to the Allied armies in France. A former destroyer tender, the *Melville* is now a "jack of all ships," performing services ranging from "necessary repairs to a spud peeler" on an LST to the casting of spring bearings for a transport. Her job log shows 9,879 hours of work aboard vessels during June. The *Melville* also acts as station ship, her boatmen touring the harbor to gather information, while on board a man may get his hair cut, have his teeth fixed or get a new uniform. One of her proudest moments came when her gunners joined in a heavy antiaircraft barrage and shared in shooting down a Nazi raider.

• For lack of a better name it's called the Overhead Reading Device, and that's just what it is. The ORD (see below) enables a patient to read a book, even turning the pages, while remaining flat on his back. It was developed by the civilian librarian and two pharmacists' mates with the help



of a carpenter, at the Naval Hospital, Long Beach, Calif. Constructed of wood with Plexi glass inserted within the frame as a holder for the book, the device can be easily attached to any bed post and can be turned out of the way when not in use.

The Home Front

• More than half a million jobs for the 1,279,000 veterans who have already returned home have been found by the Veterans' Employment Service of War Manpower Commission. WMC Chairman Paul V. McNutt said that monthly placements soared to more than 50,000 for last July, as against 5,000 during July 1942. From 50 to 60% of the men actually employed before the war want their old jobs back, he said.

• The SS *Robert E. Peary*, 10,800-ton Liberty ship that was built and delivered in the world's record time of one week, has just rounded out her second year of war service. This vessel's keel was laid in the Permanente Metals Corp. yard at Richmond, Calif., on 8 Nov. 1942. Four days later she was launched and three days after that she was ready for her trial run. In the first year of service the *Robert E. Peary* traveled more than 42,000 miles in the Atlantic and Pacific. She has been drydocked twice, but only for damage from external causes.

• The Hatch Act (Public Law—78th Congress: "An Act to prevent pernicious political activities") has been amended to relax restrictions on reading material, movies and radio programs for service personnel. The law, as amended, no longer prevents the Army or Navy, or their personnel, from "selling, distributing, presenting, or making available to members of the armed forces books, magazines, or newspapers of general circulation in the United States and also, in an overseas command, those of general circulation therein; or motion-picture films, plays, or entertainment material as generally presented to the public in the United States; or written material for use in educational programs of the armed forces similar to written material generally provided for use in civilian educational programs by recognized educational institutions in the United States."

When the selection of books, magazines and newspapers is necessarily limited by difficulties of transportation or other exigencies of war, however, the law requires that their selection be made in some impartial manner prescribed by the Secretary of War and the Secretary of the Navy for their respective services. Under that provision Acting Secretary of the Navy Bard has directed (N.D.B., 31 Aug. 1944, 44-962) COs in such cases to select the magazines and newspapers which their men prefer. Suggestions as to their preference should be invited from personnel, but voting or polling to determine preference is not necessary. Books purchased with appropriated Government funds are limited to those recommended by a person or persons designated by the Chief of Naval Personnel.

• In one of the first tests of the Selective Service law requirement that employers reinstate returned veterans to their jobs, the U. S. Circuit Court of Appeals at Philadelphia ordered the General Cable Corp. to reinstate Dr. Albert E. Kay as medical director. He had attained the rank of captain in the Army, but was discharged for medical disability.

Meanwhile, Col. Francis V. Keesling of Selective Service announced that it interprets the law as entitling a veteran to his old job, even if that means displacing another worker of longer service with the employer who has not been in the armed forces.

• Men now classed as 1-A and new 18-year-olds can more than supply needs of the armed forces for the rest of 1944, says Maj. Gen. Lewis B. Hershey, draft director. About 690,000 men are available from these sources and only 600,000 will be needed. In 1-A there are 345,000 from 18 to 25, 80,000 from 26 to 29, and 55,000 from 30 to 37. About 35,000 become 18 each month.

• Gen. George C. Marshall, Army chief of staff, told a congressional committee that the post war U. S. Army must consist of the smallest possible professional organization because a large standing army has "no place among the institutions of a modern democratic state." He based this statement on the assumption that Congress would approve universal military training to provide citizen-reserves. General Marshall warned that a large Army may be needed for some time after the defeat of the Axis to help establish order.

• Hundreds of prints of a two-reel sound movie of the World Series will be filmed and shipped overseas for distribution to Army and Navy activities. Five hundred prints were made of the 1943 World Series and were exhibited to 3,500,000 servicemen.

• The War Department has begun disposing of 22,322,540 acres, an area almost the size of New England, which it acquired to house, train and equip its wartime army. The Army already has sold 1,034,100 acres, including bombing ranges in Montana, Oregon and Iowa. It has transferred to the Navy Camp Wallace, Tex., and Plattsburg Barracks, N. Y., and seven airfields.

• Air passenger travel will increase sevenfold and air express 30-fold within five years after the end of the war, according to a survey made by Curtiss-Wright Corp. The report predicted that passenger fares will be about 3½¢ a mile, and air express 30¢ per ton-mile.

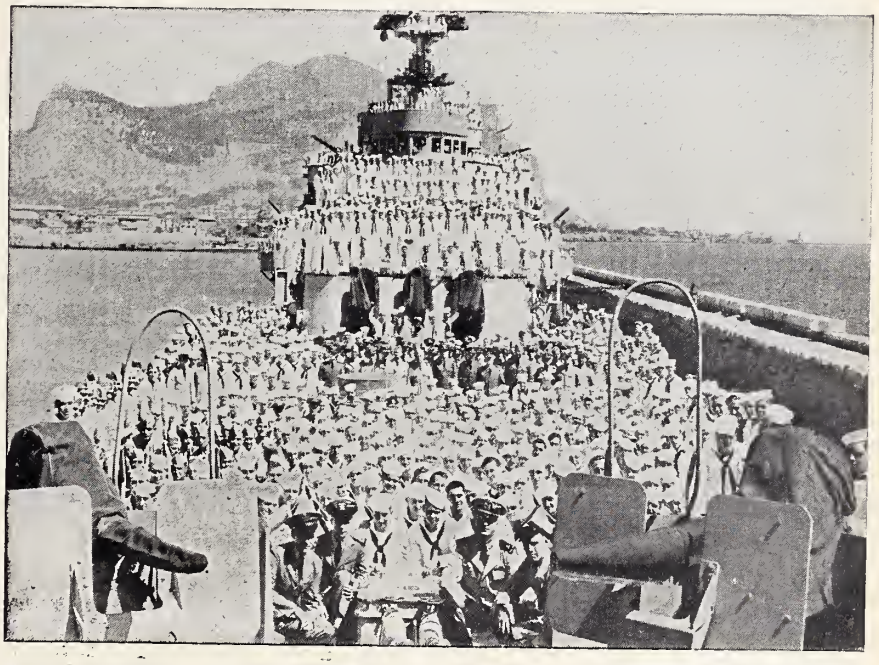
• Virtually all controls on production, except for military production to defeat Japan, will be eliminated after Germany is defeated, the WPB announced. War production will be cut 40%, which will throw about 4,000,000 workers out of their present jobs.

Quotes of the Month

• *Admiral Chester W. Nimitz*, USN: "In recent months we have established control over great new ocean areas, and it is not exaggerating to say that the major part of the Pacific Ocean is now under Allied control."

• *Lt. Gen. Mark W. Clark*, USA: "The German is wobbling on his last legs, with Allied forces in France and Russia closing in on him, and we are ready again to bloody his nose here."

• *German baker in captured village:* "Now that the Gestapo is gone, we are afraid of no one . . . We are glad you're here and that the war is nearly over."



Official U. S. Navy photograph

BOND BUYERS: These officers and men of the USS Brooklyn topped all other ships in the Navy in the special Independence Day bond drive. They, together with the division staff, purchased $144,000 worth of bonds, an average of more than $110 per man. Ninety-two percent of the crew and 96% of the officers participated. It was Brooklyn all the way: the shore station to top all others in the drive was the Navy Yard, Brooklyn, N. Y., with a total sale of $2,307,308.

THE WAR AT SEA

U. S. Navy Communiques In Full and Pertinent Excerpts from Others

OFFICIAL REPORTS: 21 AUGUST THROUGH 20 SEPTEMBER

All Dates Local Time at Scene of Action Unless Otherwise Indicated.

21 AUGUST

Navy Department Communique No. 538

PACIFIC AND FAR EAST

1. U. S. submarines have reported sinking 19 vessels, including two combatant ships, as a result of operations against the enemy in these waters, as follows:

1 light cruiser
1 escort vessel
1 large tanker
3 medium cargo transports
11 medium cargo vessels
2 small cargo vessels

2. These actions have not been announced in any previous Navy Department communique.

PEARL HARBOR, *Pacific Fleet announcement*—Yap Island in the western Carolines was bombed by Liberators of the 7th AAF on 19 August (West Longitude date). The airfield and adjacent installations were bombed. No attempt was made to intercept our force and antiaircraft fire was meager.

On the same day our aircraft obtained direct hits on gun emplacements and the dock at Pagan Island and bombed Alamagan Island in the Marianas. Intense antiaircraft fire was encountered at Pagan Island.

Nauru Island was attacked on 18 and 19 August by Ventura search planes of Group 1, Fleet Air Wing 2, hitting runways and gun positions.

In the Marshall Islands, on 19 August, Wotje and Mille Atolls were bombed and strafed by Dauntless divebombers and Corsair fighters of the 4th Marine Aircraft Wing against light opposition.

All our aircraft returned from these operations.

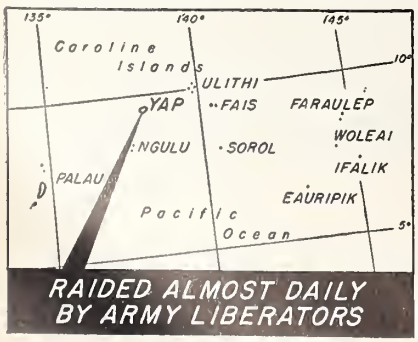
ROME, *Navy communique*—Considerable naval activity continued off the beachhead in the south of France. It is learned that before the island of Port-Cros surrendered, soon after midday, 17 August, enemy strong points were bombarded by the British battleship *Ramillies* and an American heavy cruiser before the white flag was hoisted.

On the same day in another area the British cruiser *Ajax*, with the destroyers *Terpischore* and *Termagant*, covered minesweepers against shore batteries. Good progress was made in clearing mine fields through the assault area.

On 17 August near Cannes enemy batteries were silenced by cruisers and destroyers. Two British antiaircraft cruisers, HMS *Delhi* and *Colombo*, cooperated with naval forces on the eastern flank.

On 18 August the French battleship *Lorraine* and the cruiser *Emile Bertin* bombarded the island of Porquerolles. An American cruiser with the French cruiser *Gloire* also bombarded targets on the mainland to the east of Toulon. In another area an American cruiser with HMS *Ajax* and the *Gloire* supported the advancing of the army with their gunfire.

An American cruiser and destroyer entered La Napoule Gulf to draw out the fire of enemy batteries while American destroyers engaged enemy positions in the Cannes area.



See 21-24 August.

There has been some enemy activity over the assault area, but the task of landing reinforcements and stores continues steadily.

A report received yesterday from a naval commander stated that naval aircraft from carrier forces have continued to give good service.

GENERAL HEADQUARTERS, SOUTHWEST PACIFIC—*Celebes:* Our air patrols damaged a 3,000-ton freighter and sank another of 500 tons near Manado, at the northeastern tip of the island. . . . *Ceram:* Our fighters, on sweeps over the northeast coast, destroyed or damaged a small freighter, three coastal vessels and six barges. . . . *Vogelkop:* Light naval craft sank two barges. . . . *New Ireland:* Naval patrols destroyed two barges.

MOSCOW, *communique*—In the Bay of Narva naval forces of the Red Banner Baltic Fleet sank four enemy destroyers of 1,200 tons each. Soviet ships picked up 107 German men and officers. The destroyers were built in 1942-3 and belonged to the most modern type of German vessel of this kind.

22 AUGUST

PEARL HARBOR, *Pacific Fleet announcement*—On 20 August (West Longitude date) two Navy Liberator search planes of Group 1, Fleet Air Wing 2, bombed two enemy ships proceeding toward Marcus Island and carried out attacks at masthead level which resulted in setting fire to a medium cargo ship left dead in the water and burning, and a small cargo ship which was noticeably slowed and left heavily smoking. One Liberator suffered minor damage from antiaircraft fire.

On the same day Liberators of the 7th AAF bombed Yap Island, causing large fires and explosions among bivouac areas and buildings near the airfield. Antiaircraft fire was meager.

Truk Atoll was attacked on 20 August, Liberators of the 7th AAF bombing warehouses and antiaircraft batteries at Dublon Island and other buildings on Moen Island. Seven to nine enemy fighters intercepted. Two enemy fighters were damaged and two of our bombers were damaged. All of our planes returned.

Pagan and Rota Islands in the Marianas were bombed and strafed by our aircraft on 20 August.

Search planes of Group 1, Fleet Air Wing 2, bombed Wake Island and the airstrip at Ponape on 20 August. On the same day Mitchell medium bombers of the 7th AAF dropped 12 tons of bombs on the Ponape airstrip.

Nauru Island was attacked by Ventura search planes of Group 1, Fleet Air Wing 2, hitting runways on 20 August.

Catalina search planes of Fleet Air Wing 2 and Corsair fighters and Dauntless divebombers of the 4th Marine Aircraft Wing continued neutralization raids against enemy positions in the Marshalls on 20 August, hitting Maloelap, Wotje and Mille Atolls.

GENERAL HEADQUARTERS, SOUTHWEST PACIFIC—*Philippines:* Our air patrols bombed a freighter-transport off the south coast of Mindanao. . . . *Talaud Islands:* Our medium units attacked coastal installations, destroying warehouses and burning small freighters. . . . *Celebes:* Our air patrols destroyed two small freighters and two coastal vessels. . . . *Ceram-Buru:* South of Ceram our air patrols bombed a 3,000-ton freighter-transport, while others destroyed two barges and damaged a small craft off the north coast. . . . *Vogelkop:* Our air patrols destroyed a coastal vessel and wrecked eight barges. A light naval craft destroyed a coastal vessel off the northwest coast.

MOSCOW, *communique*—Air reconnaissance of the Northern Fleet discovered in Varangerfjord an enemy convoy consisting of three transports, two landing barges, three destroyers, eight escort vessels, three trawlers and 12 escort motor launches. In a daring attack Soviet MTBs sank two transports, two destroyers, six patrol vessels, three trawlers and one escort motor launch.

23 AUGUST

PEARL HARBOR, *Pacific Fleet announcement*—A Japanese convoy consisting of three cargo ships escorted by two destroyers was attacked by two Navy search Liberators of Group 1, Fleet Air Wing 2, on 22 August (West Longitude date) near Chichi Jima, in the Bonins. A bombing attack conducted at low level resulted in sinking two of the enemy cargo ships and the third was left on fire. One Liberator was lost in this action.

Liberator bombers of the 7th AAF attacked Yap Island during daylight on 21 August, bombing bivouac areas and airfield installations. Antiaircraft fire was meager. A single 7th AAF Liberator bombed Asor, in the Ulithi Islands, on the same day, encountering no opposition.

All of our aircraft returned.

ROME, *communique*—The task of landing reinforcements and stores for the advancing army continues satisfactorily. Naval aircraft, working from the carrier forces, continue to give valuable service. A report from the naval commander says that on 20 August, apart from spotting for gunfire of the forces bombarding Toulon, naval aircraft successfully attacked locomotives and motor transport. Allied minesweepers still are hard at work clearing the operational area of mines.

GENERAL HEADQUARTERS, SOUTHWEST PACIFIC—*Philippines:* Our air patrols bombed Davao and scored near misses on an 8,000-ton vessel to the south. . . . *Halmahera:* Reconnaissance units raided Kau village at night and sank a small freighter to the northwest . . . *Ceram:* Our attack planes, on shipping sweeps, destroyed or damaged two small coastal craft and two barges. . . . *Flores Sea:* Our medium units, attacking enemy shipping, destroyed or damaged two small coastal craft and two barges. . . . *Vogelkop:* Our fighters destroyed seven barges and damaged many others and destroyed buildings and supplies. . . . *New Britain:* Our air patrols over the Rabaul area destroyed or damaged four barges.

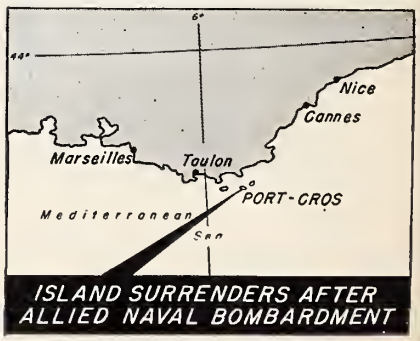
LONDON, *Admiralty communique*—In the course of two brisk engagements fought in the Audierne Bay, between Brest and Lorient, during the hours of darkness this morning His Majesty's ships pursued and destroyed eight enemy ships.

First contact with the enemy was made shortly after midnight when an M-class minesweeper, an escort vessel and a small supply ship were encountered. During the action which followed the supply ship was sunk and the minesweeper and escort vessel were set on fire and driven ashore.

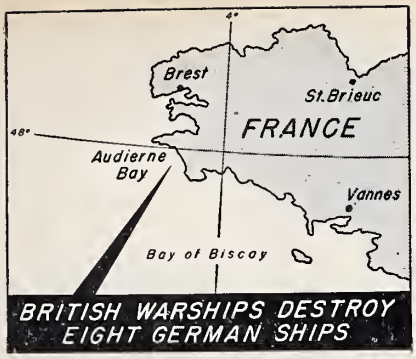
Later His Majesty's ships encountered a small convoy consisting of one medium-sized supply ship and one small supply ship. This convoy was accompanied by an M-class minesweeper and two heavily armed escort vessels. In the course of a sharp action the convoy and escorts were destroyed.

24 AUGUST

PEARL HARBOR, *Pacific Fleet announcement*—Paramushiru Island in the northern Kurils was bombed by Ventura



See 21 August.



See 23 August.

search planes of Fleet Air Wing 4 on 20 August (West Longitude date). Direct hits were obtained in storage areas, a small vessel offshore was sunk and another damaged. One of seven intercepting enemy fighters were shot down. Antiaircraft fire was meager and all of our aircraft returned.

Yap Island in the western Carolines was attacked by 7th AAF Liberators on 22 August. Bivouac areas and facilities near the airfields were bombed through meager antiaircraft fire.

Pagan and Rota Islands in the Marianas were attacked by our aircraft on 21 and 22 August, and Aguijan Island was hit on 22 August.

Ventura search planes of Fleet Air Wing 2 bombed Nauru Island on 21 and 22 August, concentrating on airstrips.

Neutralization raids against enemy positions in the Marshalls continue, with Corsair fighters and Dauntless divebombers of the 4th Marine Aircraft Wing striking at Wotje on 21 and 22 August and at Mille on 21 August.

GENERAL HEADQUARTERS, SOUTHWEST PACIFIC—*Philippines:* Our air patrols sank a small freighter northeast of Mindanao. . . . *Celebes:* Our air patrols destroyed or severely damaged a small freighter and three coastal vessels. . . . *Vogelkop:* Our fighters bombed and strafed enemy supply routes throughout the area. Light naval craft continued a blockade of coastal traffic.

25 AUGUST

PEARL HARBOR, *Pacific Fleet press release*—Iwo Jima in the Volcano Islands was bombed by Liberators of the 7th AAF during the night of 23-24 August (West Longitude date). Meager antiaircraft fire was encountered and there was no interception.

Pagan and Aguijan Islands in the Marianas were attacked on 23 August. Gun positions, storage facilities and buildings were bombed. Several fires were started.

Ponape Island was bombed on 23 August by Mitchell medium bombers of the 7th AAF and on 22 and 23 August Navy Ventura search planes of Group 1, Fleet Air Wing 2, attacked enemy installations at Nauru Island. A search Liberator of Fleet Air Wing 2 bombed Ponape on 22 August.

Wake Island was bombed on 22 August by a Fleet Air Wing 2 search plane, and further neutralization raids were carried out against enemy objectives in the Marshalls by Dauntless divebombers and Corsair fighters of the 4th Marine Aircraft Wing and by 7th AAF Liberators.

LONDON, *Admiralty communique*—Enemy naval vessels which attempted to break out of Le Havre early today were intercepted and engaged by light forces of the Royal Navy and the U. S. Navy. In the first of a series of running fights, U. S. light coastal craft encountered a group of E-boats off Cap d'Antifer and pursued them for 13 miles to the westward. Many hits were obtained before the enemy vessels succeeded in escaping in the darkness.

Later a force of motor torpedo boats intercepted a strongly escorted convoy and despite fierce defensive fire pressed home the attack to close range. A torpedo hit was obtained on an armed trawler which blew up. Meanwhile, U. S. light coastal craft engaged a further group of E-boats. One was severely damaged.

The action was then continued by the destroyers HMS *Retalick* and HMS *Talybont* and two more E-boats were set on fire while a third was also damaged. After burning fiercely, one of the E-boats blew up and sank.

The convoy, which attempted to proceed under cover of heavy fire from shore batteries, was again attacked at close range by motor torpedo boats. In the course of the brief action one R-boat burst into flames and another R-boat was damaged and silenced.

Shortly before dawn a force of motor torpedo boats encountered a group of enemy escort vessels in the same area. A torpedo hit was scored on one of the vessels. There was a second explosion and the enemy is considered to have sunk.

All His Majesty's ships and U. S. ships returned safely to harbor, having suffered three slight casualties.

26 AUGUST

PEARL HARBOR, *Pacific Fleet press release*—Forty-seven tons of bombs were dropped on Iwo Jima in the Volcano Islands by Liberators of the 7th AAF during daylight on 24 August (West Longitude date). Three of approximately 10 intercepting enemy fighters were destroyed and one was damaged. Two Liberators were damaged. Antiaircraft fire ranged from moderate to intense.

In the Marianas, Rota Island was attacked by our aircraft on 23 August, and Pagan and Aguijan Island were bombed on 24 August. Gun positions and other defense installations were the targets.

A single 7th AAF Liberator bombed barracks on Yap Island in the western Carolinas on 24 August, encountering meager antiaircraft fire.

Nauru Island was attacked by Ventura search planes of Group 1, Fleet Air Wing 2, on 23 August, and on 24 August Venturas and 7th AAF Mitchells again heavily bombed the runways, gun positions and the town.

In the Marshalls, Corsair fighters of the 4th Marine Aircraft Wing bombed and strafed barracks and gun emplacements at Mille Atoll on 23 August.

ROME, *Navy communique*—Unloading of troops and stores continues satisfactorily. A naval bombardment was carried out on enemy positions between Marseille and Gien. After the bombardment in the Gien area a U. S. destroyer landed a small force of French troops without opposition.

Enemy guns in the Cannes area were engaged during the early morning by destroyers and numerous fires were started.

In the same neighborhood units with the U. S. Navy destroyed gun emplacements and fired upon concentrations of motor transport. Pillboxes were also attacked and fires were started in an oil storage depot.

Naval aircraft continued their activity by successfully attacking enemy communications and transport.

It is reported that on 25 August HMS *Aurora* and *Sirius*, with the French battleship *Lorraine* and the French cruiser *Gloire*, were in action with enemy batteries at St. Mandrier, south of Toulon. The bombardment was most successful.

On the night of 24-25 August Allied light coastal craft operating near Genoa attacked two enemy vessels with torpedoes. One of the enemy ships was sunk and the other damaged.

GENERAL HEADQUARTERS, SOUTHWEST PACIFIC—*Celebes:* Our medium units in a daring mast-height attack swept enemy shipping near Manado, Japanese headquarters in Celebes. Seven medium-sized freighter-transports and a light cruiser were destroyed or severely damaged, and an estimated 40 luggers and barges caught at their moorings were badly mauled. Five of the merchantmen were seen to sink before our air force left the scene, the cruiser was ablaze from stem to stern and was believed to be sinking, and the luggers and barges were punctured with hits. In addition, a heavy bomber on patrol duty severely damaged and left burning a 4,000-ton barge tender. There was no interception and all our planes returned. . . . *Ceram:* Our air patrols destroyed or severely damaged a coastal vessel and six barges . . . *Flores Sea:* Our medium units on shipping sweeps destroyed or severely damaged two coastal vessels and a landing craft . . . *Rabaul:* Fighters dive-bombed supply installations and destroyed or severely damaged seven barges.

LONDON, *Admiralty communique*—Further efforts by the enemy to break out of ports in northern France under cover of darkness have been frustrated by light forces of the Royal Navy and U. S. Navy.

Before dawn today the frigate HMS *Thornborough* and the French destroyer *La Combattante* intercepted and engaged a north-bound enemy convoy consisting of six gun coasters and an R-boat off Cap d'Antifer. Light coastal forces, in company with U. S. light coastal craft, joined in the action and four of the enemy gun coasters and the R-boat were sunk, and the remaining gun coasters were driven ashore.

In a further engagement His Majesty's motor torpedo boats engaged a force consisting of six E-boats and two auxiliary vessels. A number of enemy ships were damaged before they could reach temporary safety in Fecamp.

In addition to these actions in the channel His Majesty's motor torpedo boats, on an offensive patrol off the Dutch coast yesterday, encountered a number of heavily armed escort vessels to the southwest of the Hook of Holland. Torpedo hits were obtained on three of the enemy vessels, two of which blew up and sank. The third was left severely damaged.

27 AUGUST

PEARL HARBOR, *Pacific Fleet announcement*—Liberators of the 7th AAF bombed the airfield and defense installations at Iwo Jima Island in the Volcano Islands on 25 August (West Longitude date). More than 42 tons of bombs were dropped while Liberators fought off 8 to 10 enemy fighters. Two fighters were destroyed and two damaged, and several Liberators were damaged. Antiaircraft fire was intense. All of our planes returned.

A single 7th AAF Liberator bombed Yap and Woleai Islands on 25 August. There was no opposition at Woleai, and only light antiaircraft fire at Yap.

Truk Atoll was bombed by Liberators of the 7th AAF on 24 August. Sixty-four tons of bombs were dropped on defense installations. Eight enemy fighters intercepted, and one fighter was damaged.

In the Marshall Islands, Wotje and Mille were attacked on 24 August by Corsair fighters and Dauntless divebombers of the 4th Marine Aircraft Wing. Harassing raids were carried out during the night of 24-25 August against Wotje, Maloelap, Jaluit and Mille. On 25 August Corsairs again bombed and strafed Mille and Maloelap.

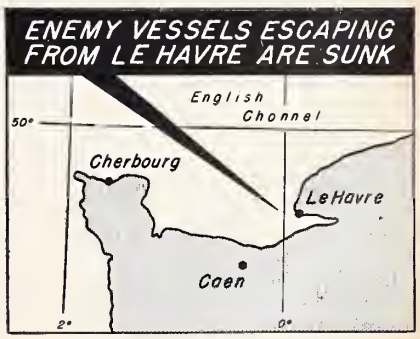
Aguijan Island in the Marianas was bombed and strafed by our aircraft on 25 August, starting several fires.

Ponape and Nauru Islands were attacked on 25 August, Ponape by Mitchell medium bombers of the 7th AAF and Nauru by Ventura search planes of Group 1, Fleet Air Wing 2.

GENERAL HEADQUARTERS, SOUTHWEST PACIFIC—*Halmahera:* Our fighter planes, in low-level sweeps over Kaoe Bay, left a small freighter in flames . . . *Buru:* Our air patrols destroyed or severely damaged a freighter-transport of 6,000 tons with two direct hits . . . *Kai Islands:* Our air patrol sank a small freighter in Hoh Bay . . . *Vogelkop:* Light naval craft sank a coastal craft south of Sorong.

28 AUGUST

PEARL HARBOR, *Pacific Fleet announcement*—Liberators of the 11th AAF and Ventura search planes of Fleet Air Wing 4 bombed Onnekotan Island in the Kurils in separate strikes on 26 August (West Longitude date). In the first raid, by Navy Venturas, buildings on the island and several small craft off-shore were bombed. Several enemy planes were air borne but did not attempt interception. Antiaircraft fire was meager.



See 25, 26 August.

In the second raid, by 11th AAF Liberators, warehouse facilities and piers were bombed. Several fires were started. All of our planes returned.

On 25 August an enemy patrol vessel was sunk near Paramushiru Island by two Mitchell bombers of the 11th AAF. Two enemy fighters attacked the Mitchells, which probably destroyed one fighter. Both of our planes returned safely.

Pagan and Almagan Islands in the Marianas were attacked by our aircraft on 26 August.

Yap and Wolcai in the western Carolines were attacked by Navy Liberators of Group 1, Fleet Air Wing 2, on 26 August. Fires were started in a supply area on Woleai. On the same day a single 7th AAF Liberator bombed Yap.

Runways and gun emplacements at Nauru Island were attacked by Ventura search planes of Fleet Air Wing 2 on 25 and 26 August. Antiaircraft fire was meager.

In the Marshalls, Corsair fighters and Dauntless divebombers of the 4th Marine Aircraft Wing bombed Mille Atoll on 25 and 26 August. On 26 August Mille was bombed by Navy Catalina search planes, and a small motor launch near the atoll was sunk.

Jaluit Atoll was harassed by bombing during the night of 25-26 August.

GENERAL HEADQUARTERS, SOUTHWEST PACIFIC—*Celebes:* Our air patrols damaged three coastal vessels to the north . . . *Wewak:* Our medium units, air and naval patrols bombed enemy installations and harassed shorelines to the west.

LONDON, *Admiralty communique*—Light forces of the Royal Navy and U. S. Navy inflicted further losses on enemy shipping during offensive sweeps off the French coast early yesterday.

It was not possible to observe the full extent of the damage, but it is probable that at least four enemy ships were sunk while one was driven ashore.

The action began when eight heavily armed patrol vessels were encountered off Cap d'Antifer and engaged by our motor torpedo boats. Two of the enemy ships were torpedoed and one blew up.

A third enemy vessel was hit repeatedly and driven ashore by the destroyer HMS *Middleton*. U. S. light coastal craft then attacked, torpedoing another of the enemy forces. Finally, motor torpedo boats torpedoed two more of the enemy.

In another action off the Hook of Holland motor torpedo boats torpedoed and sank an M-class minesweeper.

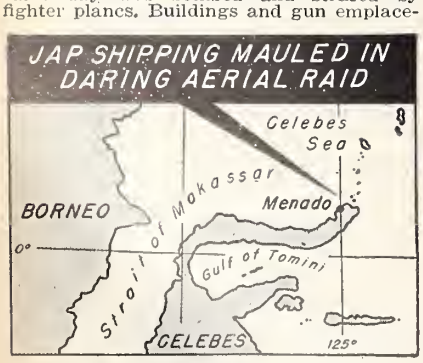
In these actions there were two casualties in His Majesty's ships only.

Off Cap d'Antifer early this morning the French destroyer *La Combattante*, together with light coastal forces of the Royal Navy, encountered a convoy consisting of two medium-size supply ships strongly escorted by three armed trawlers and a number of R-boats. Both supply ships were hit and one was seen to sink, and the second is considered to have sunk.

29 AUGUST

PEARL HARBOR, *Pacific Fleet announcement*—The airfield at Iwo Jima in the Volcano Islands was bombed on 27 August (West Longitude date) by 7th AAF Liberators. Moderate antiaircraft fire was encountered. During the night of 26-27 August a single Liberator of the 7th AAF bombed Iwo Jima, encountering no opposition.

Pagan Island in the Marianas was attacked on 27 August by 7th AAF Liberators and in a separate strike on the same day was bombed and strafed by fighter planes. Buildings and gun emplacements were the principal targets. Almagan Island was also bombed on 27 August.



See 26 August.

Yap Island in the western Carolines was attacked on 27 August by a single 7th AAF Liberator. Meager antiaircraft fire was encountered.

Further neutralization raids against enemy positions in the Marshalls were conducted by Dauntless divebombers and Corsair fighters of the 4th Marine Aircraft Wing on 27 August.

On 26 August Liberators of the 11th AAF bombed Paramushiru on the Kuril Islands, starting several fires.

GENERAL HEADQUARTERS, SOUTHWEST PACIFIC—*Celebes:* Our air patrols over the Menado area destroyed or severly damaged two freighters and two freighter-transports, all of about 1,000 tons each, and four smaller coastal craft. . . . *Vogelkop:* Our fighter-bombers attacked small craft, installations and enemy-occupied villages in the MacCleur Gulf and Geelvink Bay areas. Three coastal craft were destroyed or severly damaged. . . . *Rabaul:* Six barges were destroyed or severely damaged.

30 AUGUST

Navy Department Communique No. 539

PACIFIC AND FAR EAST

1. U. S. submarines have reported the sinking of 17 vessels, including two combatant ships, as a result of operations against the enemy in these waters, as follows:

2 destroyers
3 small cargo transports
3 medium cargo transports
1 medium tanker
6 medium cargo vessels
1 small cargo vessel
1 small tanker

2. These actions have not been announced in any previous Navy Department communique.

PEARL HARBOR, *Pacific Fleet announcement*—Ventura search planes of Fleet Air Wing 4 attacked Paramushiru Island in the Kurils and several enemy vessels discovered near the island on 27 August (West Longitude date). One of the Venturas obtained a direct hit on a medium tanker, setting it afire. Another Ventura bombed a large cargo ship at Suribachi, causing a heavy explosion, while a third attacked an enemy patrol vessel. One Ventura was damaged in an engagement with three enemy fighters.

On the same day two 11th AAF Liberators sank an enemy patrol vessel and badly damaged another near Paramushiru. Neither Liberator was damaged.

During the night of 27-28 August Iwo Jima in the Volcano Islands was attacked by 7th AAF Liberators which bombed the airfield. Two enemy fighters were airborne but did not attempt interception. In a second strike on 27 August, 7th AAF Liberators attacked Pagan Island, causing fires. Fighter planes bombed and strafed Pagan on 28 August.

Nauru Island was attacked on 27 August by Ventura search planes of Group 1, Fleet Air Wing 2.

The airfields on Moen Island in Truk Atoll were bombed by 7th AAF Liberators on 28 August. Seven enemy fighters intercepted our force and damaged one Liberator, but all of our planes returned.

Mitchells of the 7th AAF attacked Ponape Island on 28 August, while Corsair fighters and Dauntless divebombers conducted further neutralization raids against Mille and Maloelap in the Marshalls on the same day.

ROME, *Navy communique*—Reporting 28 August, the naval commander off the southern coast of France said various parties of enemy troops trying to escape in boats from the occupied coast have been rounded up by naval forces and made prisoners of war.

Minesweeping activity continues in the assault area.

In the Adriatic on 28 August, in support of the Army, one of His Majesty's destroyers carried out a successful bombardment of the Pesaro area.

GENERAL HEADQUARTERS, SOUTHWEST PACIFIC—*Amboina-Ceram:* Patrol planes hit Boula and destroycd or severely damaged two coastal craft. . . . *Vogelkop:* Our fighter-bombers destroyed or severely damaged six coastal vessels and barges.

31 AUGUST

PEARL HARBOR, *Pacific Fleet Announcement*—Liberators of the 11th AAF and Ventura search planes of Fleet Air Wing 4 attacked installations at Paramushiru Island in the Kurils on the night of 27 August (West Longitude date). Antiaircraft fire was meager and all our aircraft returned.



See 31 August.

Yap and Woleai Islands in the western Carolines were bombed by a single 7th AAF Liberator on 28 and 29 August. On both days antiaircraft fire was meager.

During the night of 28-29 August 7th AAF Liberators bombed Iwo Jima in the Volcano Islands.

Pagan Island in the Marianas was bombed on the night of 28-29 August and on 29 August. Gun positions and storage facilities were hit and several fires started.

Mitchells of the 7th AAF bombed the airfield at Nauru Island on 29 August. During the preceding night Nauru was attacked by a Catalina search plane of Group 1, Fleet Air Wing 2.

Mille Atoll in the Marshalls was attacked on 29 August by Dauntless divebombers and Corsair fighters of the 4th Marine Aircraft Wing.

GENERAL HEADQUARTERS, SOUTHWEST PACIFIC—*Philippines:* Our patrol planes bombed Davao and sank a 1,000-ton freighter and a small coastal craft off the east coast of Mindanao. . . . *Celebes:* Our night air patrols destroyed or severely damaged a 7,000-ton freighter-transport. The vessel was left listing heavily in shallow waters. . . . *Ceram:* Patrol planes sank or severely damaged nine coastal vessels. . . . *Kae Islands:* Our air patrols destroyed two small freighters . . . *Vogelkop:* Our air and naval patrols, continuing their attacks on enemy communications, destroyed five barges and damaged a number of coastal craft.

1 SEPTEMBER

ROME, *Navy communique*—On 30 August British destroyers carried out a successful bombardment of enemy gun positions and transports north of Pesaro.

The naval commander off the south coast of France reports that mine clearance continues with success in recently occupied ports and approaches. It is learned that at 0800, 29 August, the unconditional surrender of the German garrison on the islands of Ratongeau and Pomegues, off Marseille, was accepted by the captain of a U. S. cruiser. Ninety U. S. marines were landed in the small harbor which lies between the two islands.

Demolitions had been prepared but the charges were successfully removed and land mines were isolated.

GENERAL HEADQUARTERS, SOUTHWEST PACIFIC—*Celebes:* Our night air patrols, attacking shipping in the Manado area, destroyed or seriously damaged a destroyer, two tankers and two 1,000-ton freighters. . . . *Vogelkop:* Light naval craft strafed enemy positions in Geelvink Bay and on the north coast.

2 SEPTEMBER

PEARL HARBOR, *Pacific Fleet press release*—On 31 August a Navy search plane of Fleet Air Wing 2, while on a routine patrol near Iwo Jima in the Volcano Islands, sighted and attacked an enemy convoy consisting of two small cargo vessels and three sampans. One cargo vessel was sunk and the other damaged by strafing. Another Navy search plane on the same day strafed and sank a sampan near Jaluit Atoll.

Pagan Island in the Marianas was attacked on 30 and 31 August. In these attacks heavy damage was done to enemy gun emplacements and other defense installations by rocket fire, bombing and

strafing. On both days antiaircraft fire was meager.

A single Liberator bomber of the 7th AAF bombed Yap Island in the western Carolines on 30 and 31 August, encountering moderate antiaircraft fire.

Mille Atoll in the Marshalls was bombed on 30 August by Corsair fighters and Dauntless divebombers of the 4th Marine Aircraft Wing, plus 27th AAF Liberators. Gun positions and buildings were hit. Antiaircraft fire was meager.

On 30 August a lone Navy scarch plane of Fleet Air Wing 2 bombed Nauru, encountering no enemy antiaircraft fire.

3 SEPTEMBER

ROME, *Navy communique*—On 1 September a destroyer of the U. S. Navy, operating on the right flank of the Army off the south of France, successfully bombarded enemy gun positions to the southward of Monaco. There was some return fire from the shore, which was ineffective.

GENERAL HEADQUARTERS, SOUTHWEST PACIFIC—*Molucca Sea:* Our night air patrols sank or severely damaged five freighters of approximately 1,000 tons each and seven barges. . . . *Vogelkop:* Fighters and naval craft, maintaining their attacks on coastal areas, hit antiaircraft defenses, airdromes, small craft and motor transport. . . . *New Ireland:* Light naval units shelled shore positions at night.

CHUNGKING, *14th AAF communique*—Interrogation of heavy bomber crews who raided Takao harbor on 31 August reveals the sinking of two 10,400-ton freighters and another of 5,600 tons. The ships were docked side by side.

South of Hong Kong B-24s sank a 1,700-ton freighter, damaged a 2,700-ton tanker and probably sank a small submarine on 1 September.

4 SEPTEMBER

U. S. Pacific Fleet Communique

Chichi Jima and Haha Jima in the Bonin Islands and Iwo Jima in the Volcano Islands were bombed and strafed by aircraft of a carrier task force on 30 and 31 August and on 1 September (West Longitude date). On 30 August and 1 September Chichi Jima and Iwo Jima were bombarded by cruisers and destroyers of the Pacific Fleet. Our aircraft dropped 196 tons of bombs in these operations, and fired 490 rockets. The following damage was inflicted on the enemy:

Ships sunk: Three small cargo ships and a landing barge at Iwo Jima. One small cargo ship southwest of Haha Jima, damaged by bombing and later sunk by a destroyer. One small tanker and six barges at Chichi Jima. One small cargo ship northwest of Chichi Jima.

Ships probably sunk: One small cargo ship and one subchaser northwest of Iwo Jima. One subchaser southwest of Chichi Jima. One subchaser at Haha Jima.

Ships damaged: Two subchasers at Iwo Jima. One subchaser and a sampan near Chichi Jima.

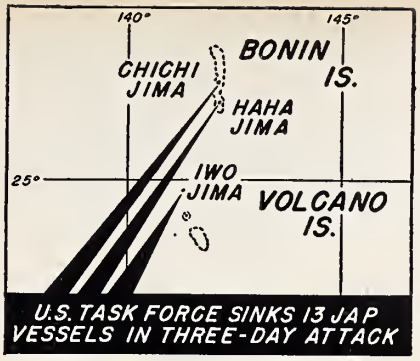
Aircraft destroyed or damaged: 10 enemy aircraft shot down near Iwo Jima. One twin-engined bomber shot down over our task force. Thirty-three enemy aircraft destroyed on the ground, 29 probably destroyed, and 10 damaged at Iwo Jima. Two seaplanes destroyed at Chichi Jima.

Damage to ground installations: Extensive damage was done to hangars, shops, warehouses, fuel dumps and antiaircraft positions by bombing and shelling during these attacks. Several antiaircraft positions were destroyed at Iwo Jima, a large warehouse was destroyed at Haha Jima, and at Chichi Jima the seaplane base was demolished.

Own damage: In these operations were lost five aircraft in combat. Our personnel casualties were one pilot and three flight personnel. There was no damage to our ships.

Cruisers and destroyers bombarded Wake Island on 3 September, and aircraft of a carrier task group bombed the island. Several coast defense guns and antiaircraft emplacements were knocked out. Extensive damage was done to other gun positions and buildings. Three small craft in the lagoon were heavily damaged. There was no opposition from enemy aircraft, and return fire from shore batteries was ineffective. We lost no aircraft, and there was no damage to our ships.

Iwo Jima was bombed by 7th AAF Liberators on 2 September. More than 95 tons of bombs were dropped on air facilities. A single enemy fighter attempted to



See 4 September.

use phosphorus bombs against our formation without effect. Intense to modcrate antiaircraft fire damaged three of our planes.

Pagan Island was the target of our planes in two attacks on 1 September and one attack on 2 September. Rockets and strafing were employed in the latter two attacks and little opposition was met.

Rota Island gun emplacements, bivouac areas and air installations were bombed on 31 August, 1 and 2 September. Antiaircraft fire was meager.

Maug Island was attacked by our fighters using rockets on 2 September.

A single Liberator of the 11th AAF bombed Paramushiru in the Kurils on 31 August. No interception was encountercd. A lone Mitchell bomber attacked southern Paramushiru later in the day, sinking a small cargo vessel at anchor and scoring a direct hit on docking facilities. The bomber returned undamaged.

Truk was hit with approximately 55 tons of bombs on 1 September by 7th AAF Liberators. Antiaircraft fire was meager and only one intercepting Zero was encountered.

Runways on Nauru airfield were bombed by 7th AAF Mitchells on 2 September and three of our attacking planes were damaged by meager but accurate antiaircraft fire.

Ponape airfield was hit on 1 September by 7th AAF Mitchell bombers. Antiaircraft fire was meager.

In the Marshall Islands gun positions, ammunition dumps, a radio station and personnel areas on Mille, Wotje and Maloelap Atolls were bombed and strafed by Corsair fighters and Dauntless divebombers of the 4th Marine Aircraft Wing. Sixty-three tons of bombs were dropped. Antiaircraft fire ranged from meager to moderate.

GENERAL HEADQUARTERS, SOUTHWEST PACIFIC—*Celebes:* Our air patrols destroyed a 1,000-ton freighter-transport. . . . *Ceram-Buru:* Patrol planes damaged several small craft and coastal installations. . . . *Vogelkop:* Patrolling planes in low-level attacks destroyed or damaged numerous small craft. . . . *Palau:* Our patrol planes harassed coastal barge traffic to the northeast. . . . *Bougainville:* Light naval units shelled shore positions on the east coast.

5 SEPTEMBER

ROME, *Navy communique*—In supporting the advance of the Army on the east coast of Italy, HMS *Loyal* and *Urchin* bombarded enemy batteries, transport and troop movements in the Rimini area. More than 800 rounds were fired and all targets were well covered. There was some retaliation from an enemy battery, which was engaged in return by both ships until its activity was neutralized.

GENERAL HEADQUARTERS, SOUTHWEST PACIFIC—*Philippines:* Our air patrols covering the Mindanao area by day and night, sank or severely damaged 12 freighters and continued neutralization of the Davao airdromes. . . . *Talaud:* Our night air patrols destroyed or severely damaged a freighter in Bu Bay. . . . *Celebes:* Our air patrols sank a 3,000-ton transport and a 1,000-ton freighter. Two barges and three coastal craft were sunk or severely damaged. . . . *Halmahera:* Our medium units bombed and strafed supply installations and sank a freighter off the jetty. . . . *Vogelkop:* Air and naval patrols blockading the coast lines destroyed or severely damaged nine barges.

LONDON, *Admiralty communique*—Naval aircraft operating from carriers carried out several strikes over a period of days against the German battleship *Admiral Von Tirpitz* in Alten Fjord in northern Norway and against subsidiary targets in the Hammerfest area.

The *Tirpitz* was attacked with bombs of large and medium size. Some hits were claimed, but owing to smoke screens employed by the enemy it was not possible to observe the results on any occasion.

During the course of the attacks on enemy shipping an antiaircraft vessel was seen to blow up and a destroyer and tanker were set on fire. Damage was inflicted on at least 16 other enemy vessels, which included three destroyers, a U-boat, a U-boat depot ship, two armed trawlers and a large supply ship.

The Board of Admiralty regrets to announce that in the course of these extensive operations the frigate HMS *Bickerton* was torpedoed and sunk. Eleven naval aircraft were lost.

6 SEPTEMBER

Navy Department Communique No. 540

1. The submarine USS *Robalo* is overdue from patrol and must be presumed to be lost.

2. The next of kin of personnel in the *Robalo* have been so notified.

PEARL HARBOR, *Pacific Fleet announcement*—The airfield at Iwo Jima in the Volcano Islands was bombed by Liberators of the 7th AAF on 4 September (West Longitude date). Two enemy fighters were in the air but made no attempt at interception. Antiaircraft fire was moderate. A single Liberator bombed Iwo Jima during the night of 3-4 September.

Pagan Island was attacked by our aircraft on 2, 3 and 4 September. Gun positions were strafed and subjected to rocket fire. Antiaircraft fire was meager. The airstrip at Rota Island was bombed on 3 September.

Marcus Island was attacked by 7th AAF Liberators on 3-4 September. On 3 September a building apparently used for ammunition storage was hit and destroyed. Antiaircraft fire was intense.

A Liberator search plane of Group 1, Fleet Air Wing 2, intercepted and shot down an enemy transport plane near Iwo Jima on 4 September. A medium bomber escorting the transport managed to escape.

Yap Island was the target of attacks on 2, 3 and 4 September by a single 7th AAF Liberator. Airfield installations and bivouac areas were bombed. Antiaircraft fire was moderate.

Further neutralization raids against enemy positions in the Marshalls were conducted on 4 September by 7th AAF Liberators and Corsair fighters and Dauntless divebombers of the 4th Marine Aircraft Wing.

ROME, *Navy communique*—It is reported that on 3 September a cruiser of the U. S. Navy and destroyers bombarded enemy batteries in the Monte Carlo area. On 4 September the small German garrison fled from Monaco to the hills after destroying the defenses. Various enemy batteries in the neighborhood are still active, and on 4 September one of them opened ineffectual fire on ships operating off the coast.

Yesterday, while supporting the 8th Army on the Adriatic coast near Rimini, His Majesty's ships *Undine* and *Urchin* fired more than 600 rounds at enemy batterics and gun positions. The results were successful, direct hits being obtained and vital batteries being silenced. There was some ineffectual return fire from the shore.

Our minesweepers are at work in the same area.

GENERAL HEADQUARTERS, SOUTHWEST PACIFIC — *Philippines:* Our night air patrols over Davao Gulf sank a 1,000-ton freighter. . . . *Celebes:* Our air patrols sank or seriously damaged 13 barges and small vessels loaded with troops along Menado coast. . . . *Halmahera:* Our night patrols destroyed a 1,000-ton freighter and left a 4,000-ton freighter listing and probably sinking after direct hits. Six small freighters and 13 barges also were destroyed or damaged in Wasile Bay. . . . *Amboina:* Our night patrols attacked and drove ashore a 1,000-ton freighter and sank a coastal vessel.

7 SEPTEMBER

PEARL HARBOR, *Pacific Fleet announcement*—The Palau Islands were swept in

force by fighter planes of a carrier task group on 5 September (West Longitude date). There were no enemy planes in the air. Several aircraft on the ground were set afire by strafing.

Defense installations, including antiaircraft emplacements and warehouses, were heavily strafed. An ammunition and fuel dump on Babelthuap Island were destroyed. Seventeen small craft were left burning as a result of strafing.

Venturas of Fleet Air Wing 4 bombed Paramushiru and Onnekotan in the Kurils on 5 September. Landing barges and patrol craft were strafed.

On 6 September the airfield at Iwo Jima was bombed by Liberators of the 7th AAF, encountering moderate to intense antiaircraft fire. 7th AAF Liberators bombed Marcus Island on 6 September. Moderate antiaircraft fire damaged one bomber.

Nauru Island was attacked by 7th AAF Mitchells on 5 September. Airfields and gun positions were hit. Moderate antiaircraft fire was encountered.

Antiaircraft positions on Pagan Island were subjected to rocket fire and strafing on 6 September.

GENERAL HEADQUARTERS, SOUTHWEST PACIFIC — *Philippines:* Our night air patrols continued neutralization of Sasu airdrome and sank three small freighters. . . . *Vogelkop:* Thirty-eight tons of explosives were dropped, starting fuel fires and wrecking four barges.

8 SEPTEMBER

PEARL HARBOR, *Pacific Fleet press release*—Carrier aircraft bombed and strafed Yap and Ulithi in the western Carolines on 5, 6 and 7 September. Our aircraft dropped 110 tons of bombs and fired numerous rockets, destroying the radio cable station, antiaircraft positions, buildings and storage dumps. No airborne enemy aircraft were encountered and antiaircraft fire was meager. Our personnel casualties were three pilots and one air crewman. There was no damage to any of our ships.

Pagan and Aguijan in the Marianas were attacked by our aircraft on 6 September. Both islands were strafed. Rockets were launched against gun emplacements and other installations at Pagan where moderate antiaircraft fire was encountered.

Liberators of the 7th AAF bombed Marcus Island on 6 September, experiencing moderate antiaircraft fire. Explosions were observed and several fires were started.

On the same day further neutralization raids were carried out against enemy bases in the Marshalls. Corsair and Dauntless planes of the 4th Marine Aircraft Wing bombed radio facilities and gun positions at Mille. No antiaircraft fire was encountered. Corsairs also bombed Wotje. Numerous fires were started. There was no antiaircraft fire.

GENERAL HEADQUARTERS, SOUTHWEST PACIFIC — *Philippines:* Our night air patrols bombed Matina airdrome, Davao, and destroyed or heavily damaged two naval auxiliaries near Zamboanga on the southwest tip of Mindanao. . . . *Ceram:* Night patrol planes on the south coast sank or damaged three coastal craft. . . . *Kei Islands:* Our fighters destroyed or severely damaged a coastal vessel, five barges and seven small craft.

CHUNGKING, *14th AAF communique*—In a sea sweep off Formosa Island 6 September B-24s of the 14th AAF sank a 5,600-ton freighter and two of 1,200 tons 15 miles west of Takao harbor.

9 SEPTEMBER

PEARL HARBOR, *Pacific Fleet press release*—Cruisers and destroyers of the Pacific Fleet shelled the Palau Islands on 6 September. The naval bombardment destroyed and damaged numerous buildings and defense installations. Many large fires were started on Angaur, the southernmost island in the group, and carrier-based planes scored direct hits on supply facilities. There was meager antiaircraft fire.

Bomb hits were made on communications facilities at Peleliu Island. Numerous large fires were started at Koror, and a radio station and fuel dump were hit on Arakabesan Island. There was no damage to our surface ships.

Liberators of the 7th AAF bombed airfields and installations at Iwo Jima in the Volcano Islands on 6 and 7 September. Several fires were started. Antiaircraft fire was moderate. Of the enemy fighters airborne on 7 September, one was probably destroyed.

On 7 September, Liberators of the 7th AAF attacked Chichi Jima in the Bonin Islands, damaging an enemy cargo ship in the harbor. On the same day Pagan Island in the Marianas was attacked with rocket and machine-gun fire.

Army Liberators bombed Moen airfields in the Truk Atoll on 6 September. Moderate antiaircraft fire was encountered.

Corsair fighters of the 4th Marine Aircraft Wing continued their attacks on remaining positions in the Marshalls on 7 September. A second Navy search plane bombed Nauru on the same day.

10 SEPTEMBER

GENERAL HEADQUARTERS, SOUTHWEST PACIFIC — *Philippines:* Our daylight-patrol planes destroyed or heavily damaged a coastal vessel and two small freighters in Davao Gulf. . . . *Celebes:* Night patrol planes damaged a small freighter and several coastal craft. . . . *Ceram-Buru:* Air patrols severely damaged three coastal vessels. . . . *Vogelkop:* Light naval craft and fighter-bombers supported amphibious patrols conducting mopping-up operations on Supiori Island, northwest of Biak.

CHUNGKING, *14th AAF communique*—B-24s of the 14th AAF attacked and sank three 5,600- and one 1,200-ton enemy freighters in the South China Sea the night of 7 September. Heavy bombers on 8 September, operating southeast of Hong Kong, sank an enemy destroyer and a 1,000-ton sail vessel.

11 SEPTEMBER

Navy Department Communique No. 541

PACIFIC AND FAR EAST

1. U. S. submarines have reported the sinking of nine vessels, including three combatant ships, as a result of operations against the enemy in these waters, as follows:

1 destroyer
1 escort vessel
1 gunboat
2 medium cargo vessels
1 small cargo vessel
1 medium cargo transport
2 small tankers

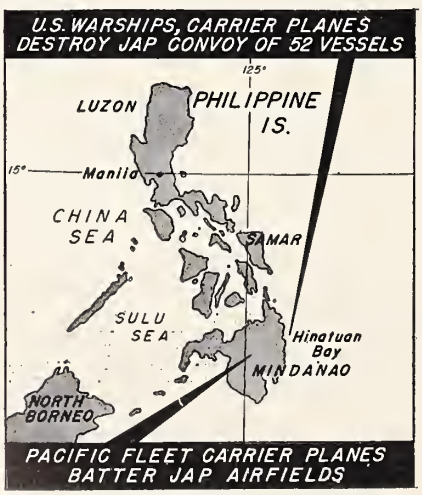
2. These actions have not been announced in any previous Navy Department communique.

U. S. Pacific Fleet Communique

Carrier-based aircraft of the Pacific Fleet struck at enemy airfields and other military objectives at Mindanao Island in the Philippines on 8 September (West Longitude date).

The airfields at Del Monte, Valencia, Cagayan, Buayan and Davao were bombed and strafed. In these attacks, two enemy aircraft were encountered near our carriers, five were encountered near Cagayan and one over Davao. All were shot down. Approximately 60 enemy aircraft were destroyed on the ground. Barracks, warehouses and hangars were hit at the several airdromes attacked. Enemy waterfront installations at Matina, Cagayan and Surigao were also bombed.

A convoy was discovered off Hinatuan Bay consisting of 32 loaded coastal cargo ships and 20 sampans. This convoy was brought under attack by Pacific Fleet cruisers, destroyers and carrier aircraft, and all of the enemy ships were destroyed.



— See 11 September.

In addition, enemy ships found in Sarangani Bay and Davao Gulf and near Cagayan and Surigao were attacked, resulting in the sinking or probable sinking of 16 small cargo ships, one medium cargo ship and patrol craft, and many sampans and setting fire to two small cargo ships, and at least 17 sampans.

Our aircraft losses in the operations were very light. There was no damage to our surface ships.

More than 80 tons of bombs were dropped and numerous rockets fired by carrier aircraft in attacking the Palau Islands on 9 September. Antiaircraft emplacements and other defense installations were attacked on Angaur, Peleliu, and Koror Islands. Numerous fires were started at Koror. A destroyer and a cargo ship, believed to have been heavily damaged in previous raids, were attacked again. We lost seven flight personnel in these attacks.

Three Liberators of the 11th AAF bombed Paramushiru Island in the Kurils on 9 September and Liberator search planes of Fleet Air Wing 4 attacked the island again before dawn on 10 September. In the first attack several enemy fighters attempted unsuccessfully to intercept our force, and one fighter was damaged. A convoy discovered under way near Paramushiru was bombed by 11th AAF Mitchells on 9 September.

Four runways and air facilities at Iwo Jima in the Volcano Islands were hit by 37 tons of bombs by 7th AAF Liberators on 9 September. Antiaircraft fire was moderate to intense. Seven to 10 enemy fighters intercepted. Of this group five or six were destroyed, one probably destroyed and one damaged. Three Liberators were damaged.

On 8 September a single Liberator bombed the airfield at Iwo Jima while a Navy search plane bombed and strafed a small tanker west of Iwo Jima, leaving it afiame and probably sinking.

A single plane bombed Pagan on 8 September while fighter planes attacked Rota on 9 September. There was no interception at either place.

7th AAF Mitchells bombed the airfield and defense installations at Ponape on 8 September. Antiaircraft fire ranged from intense to meager. 7th AAF Liberators hit the airstrip and antiaircraft gun positions on Nauru the following day.

Further neutralization raids were carried out against enemy-held positions in the Marshalls on 8 and 9 September. Liberators of the 7th AAF and Corsair fighters and Dauntless divebombers of the 4th Marine Aircraft Wing hit gun positions, ammunition dumps and bivouac areas on Wotje, Mille and Jaluit.

GENERAL HEADQUARTERS, SOUTHWEST PACIFIC—*Philippines:* Our night air patrols encountered a 10,000-ton tanker south of Zamboanga, secured several direct hits and destroyed it. . . . *Celebes:* Fighters attacked shipping in Amurang Bay, destroying a 1,200-ton freighter-transport and a coastal vessel. . . . *Timor:* Our air patrols bombed enemy installations at Cape Chater and Dili and destroyed a barge to the west.

12 SEPTEMBER

Navy Department Communique No. 542

1. The submarine USS *Gudgeon* is overdue from patrol and presumed lost.

2. The next of kin of casualties have been informed.

PEARL HARBOR, *Pacific Fleet announcement*—Carrier aircraft of the Pacific Fleet attacked enemy defenses in the Palau Islands on 10 and 11 September (West Longitude dates).

On 11 September the islands were shelled by battleships and cruisers. One hundred and twenty tons of bombs were dropped by aircraft on buildings, gun positions and coastal defenses at Babelthaup, Peleliu and Angaur Islands. On 10 September a small cargo ship near the islands was sunk by bombing and strafing, and another was damaged. More than 150 rockets were fired at defensive positions during the two days, and numerous ground installations were strafed.

A single plane bombed Iwo Jima on the night of 10 September.

Pagan Island was a target for our aircraft on 10 September. Rockets were launched at buildings and gun emplacements. Antiaircraft fire ranged from meager to intense.

Seventy-two tons of bombs were dropped on Truk by Liberators of the 7th AAF on 10 September. Five or six enemy aircraft attempted interception. One enemy aircraft was destroyed and one was damaged. Antiaircraft fire varied from meager to intense. Minor damage was inflicted on three Liberators.

On the same day enemy-held positions in the Marshalls were subjected to further neutralization raids. Corsairs of the 4th Marine Aircraft Wing bombed bivouac areas on Jaluit and Maloelap Atolls. Corsairs and Dauntless divebombers attacked Mille, encountering moderate antiaircraft fire.

ROME, *Navy communique* — Bombardments on the east coast of Italy in support of the Army in the Rimini area are being continued by units of His Majesty's Navy. The results were reported as excellent. Nearly 600 rounds were fired by the destroyers *Loyal* and *Undine* on 10 September at gun positions and field batteries. There was an accurate return of the fire from shore but our ships suffered neither casualties nor damage.

The naval commander off the south coast of France reports that naval gunfire in support of the right flank of the Army in the Menton area continued on 9 September. Firing nearly 1,400 rounds during the day, the U. S. destroyers *Hilary Peter Jones* and *Madison* broke up counterattacks, killing many enemy troops and knocking out tanks. Later, they delivered harassing fire against enemy-machine gun nests and other installations.

GENERAL HEADQUARTERS, SOUTHWEST PACIFIC—*Philippines:* Our night air patrols covering the Zamboanga area scored direct hits on two merchant vessels of 7,000 tons each . . . *Wewak:* Air patrols swept coastlines to the west, damaging barges.

13 SEPTEMBER

U. S. Pacific Fleet Communique

Carrier-based aircraft of the Pacific Fleet shot down more than 50 enemy aircraft and destroyed more than 150 on the ground in a day-long attack against Cebu, Negros and Panay Islands, in the Philippines, on 11 September (West Longitude date).

Preliminary reports are fragmentary but is is indicated that air operations are continuing against strong enemy opposition. Several cargo ships and numerous smaller craft were sunk in the initial attacks.

Paramushiru, in the Kuril Islands, was bombed and strafed by search planes of Fleet Air Wing 4 on 10 September. Waterfront installations along the southeast coast were the principal targets and several fires were started. Each of two medium cargo ships discovered near Paramushiru suffered a direct bomb hit and both were strafed. Strafing attacks were also delivered to a number of small craft offshore.

On the same day a Navy search plane bombed Shimushu Island and another search plane shot down an enemy fighter east of Onnekotan Island.

On 11 September 11th AAF Mitchells bombed and strafed a number of vessels in the harbor of Shimushu, sinking one medium cargo vessel and four small cargo vessels. Two other small cargo vessels were damaged. Seven enemy fighters intercepted our planes and inflicted minor damage on one Mitchell, but all returned safely.

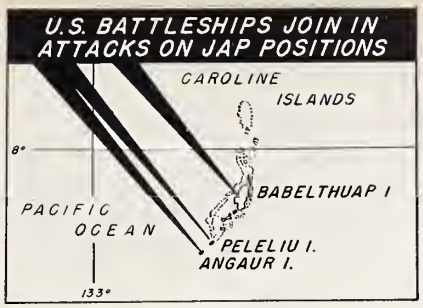
On the same day Venturas of Fleet Air Wing 4 bombed and strafed Paramushiru, Araito and Onnekotan, setting fires to docks and warehouses.

Liberators of the 7th AAF dropped 26 tons of bombs on airfields at Iwo Jima, in the Volcano Islands, on 10 September. Large fires were started. One of four intercepting enemy fighters was destroyed. Antiaircraft fire damaged two Liberators.

On 11 September a lone Navy Catalina bombed an ammunition dump on Nauru Island, and Corsairs of the 4th Marine Aircraft Wing hit the storage and magazine areas at Jaluit.

Pagan Island, in the Marianas, was attacked on 11 September by 7th AAF Thunderbolts using bombs and rockets. Gun positions and buildings were hit.

GENERAL HEADQUARTERS, SOUTHWEST PACIFIC—*Celebes:* Air patrols sank a 2,000-ton freighter and forced a 4,000-ton vessel to be beached after a direct hit and a near miss . . . *Ceram:* Night air patrols sank or seriously damaged a 3,000-ton vessel, two small freighters and one large barge . . . *Key Islands:* Our fighters on coastal sweeps attacked small craft.



See 12 September.

14 SEPTEMBER

U. S. Pacific Fleet Communique

Carrier aircraft of the Pacific Fleet swept the central Philippines and inflicted crippling damage to enemy air forces, shipping and ground installations during a three-day strike, 11-13 September (West Longitude date).

More complete information shows that the following damage was done to the enemy on Panay, Cebu, Negros and Leyte Islands:

Aircraft destroyed: 156 shot down in combat and 277 destroyed on the ground. This is a revision of planes previously announced lost by the enemy in the central Philippines. As of sundown, 13 September: 501 enemy aircraft had been destroyed in the Philippines by our carrier aircraft.

Ships sunk: Two large cargo vessels, one medium transport, two destroyer escorts, 35 ships.

Ships damaged: Five cargo vessels, one medium oiler, 36 small ships, two motor torpedo boats, many sampans. These ship losses are in addition to those previously reported.

Damage to ground installations: Several airfields were bombed and strafed by our planes. Oil storage facilities, ammunition dumps, warehouses, barracks and buildings were set afire.

Enemy air opposition the first day was considerable and was reinforced during the first night so that its strength on the second day was also formidable. Enemy planes rose to intercept our aircraft, but no attempts were made to attack our surface ships. On the third day enemy airpower was non-existent and antiaircraft fire was meager. Our losses in planes and flight personnel were relatively light.

Carrier aircraft bombed enemy positions at Angaur, Peleliu and Ngesebus Islands in the Palau group on 12 September with 90 tons of bombs and 165 rockets. Damage was inflicted on coastal gun positions, warehouses and a lighthouse at Angaur.

On 12 September Navy search planes of Fleet Air Wing 2 attacked and damaged a large sampan and two large troop-laden landing craft near Iwo Jima in the Volcano Islands.

Pagan Island was bombed twice on 12 September, one attack being made by a Thunderbolt of the 7th AAF, the other by a Liberator. Buildings and gun positions were hit. There was no antiaircraft fire.

A single Liberator of the 7th AAF bombed buildings on Marcus Island on 11 September. The plane, which returned, was damaged by antiaircraft fire. Other 7th AAF Liberators bombed Marcus Island on 12 September.

Mitchell bombers of the 7th AAF flew through meager antiaircraft fire to bomb Nauru on 12 September.

The 4th Marine aircraft Wing sent Corsairs and Dauntless divebombers over Wotje on 11 September and again on 12 September to bomb gun positions and communications facilities. Dauntless divebombers struck at Mille on 11 September, hitting bivouac areas. Meager antiaircraft fire was encountered at both targets.

ROME, *Navy communique*—On the night of 12-13 September destroyers operating in the Aegean sank an enemy convoy consisting of several vessels escorted by two small armed ships.

GENERAL HEADQUARTERS, SOUTHWEST PACIFIC—*Celebes:* One of our reconnaissance planes sank a coastal vessel off the east coast . . . *Ceram-Buru:* Air patrols along the coasts destroyed or damaged a 1,000-ton freighter and three coastal vessels . . . *Kei Islands:* Our fighters destroyed a number of small craft . . . *New Ireland:* Our air and naval patrols bombarded enemy shore positions.

15 SEPTEMBER

U. S. Pacific Fleet Communique

U. S. Army and Marine assault troops established beachheads in the Palau Islands on 14 September (West Longitude date) with the support of carrier aircraft and surface combat ships of the Third Fleet, under the command of Admiral Halsey.

Enemy defenses are being heavily bombed and shelled at close range.

Amphibious operations against the Palau Islands are being directed by Vice Admiral T. S. Wilkinson, USN, commander of the 3rd Amphibious Force.

Expeditionary troops are commanded by Maj. Gen. Julian C. Smith, USMC.

Landings are continuing against stiff ground opposition.

ALLIED HEADQUARTERS IN NEW GUINEA —We have landed in the Halmaheras, 300 miles beyond New Guinea. Our ground forces, under cover of naval and air bombardment, seized beachheads on the island of Morotai, most northern of the Halmaheras group.

The point of landing was unexpected, the enemy having anticipated it in the lower parts of the islands, where he had accumulated very strong forces in heavily defended positions.

In by-passing these forces and landing farther to the north he was taken by surprise and his initial resistance is being rapidly overcome. Our ground losses up to the present time have been very light and we have had no naval or air losses.

The Halmahera-Philippines line has now been penetrated and the enemy conquests to the south are imperiled by threat of envelopment. This would cut off and isolate the enemy garrisons in the East Indies, estimated at about 200,000 men and comprised the 16th and 19th Japanese armies, and would sever the vital supplies to the Japanese mainland of oil and other war essentials.

ROME, *Navy communique*—Allied light coastal forces encountered four German "F" lighters in the Gulf of Genoa. Attacks were carried out at short range, with the result that three lighters blew up and the fourth was left on fire.

16 SEPTEMBER

U. S. Pacific Fleet Communique

During 15 September (West Longitude date) U.S. Marines made some additional gains against strong opposition on Peleliu Island and captured the airfield at the southern end. The enemy has launched several strong counter attacks against our positions, but has been thrown back each time. An attack begun by our forces on the early morning of 15 September, preceded by aerial bombing and naval gunfire, resulted in steady advances through well-organized defenses in depth. This attack was supported by artillery, tanks, naval gunfire and bombing. Several enemy tanks were reported destroyed. Our troops had counted more than 1,400 enemy dead by nightfall on 15 September. Severe fighting continues.

Carrier aircraft continued to give close support to our ground forces throughout 15 September. Enemy troop concentrations, gun positions and supplies were bombed. Carrier planes also bombed airfield installations at Babelthuap, the northernmost island in the Palau group. Several fires were started by strafing.

Seventy-two tons of bombs were dropped on Dublon and Moen in the Truk Atoll by Liberators of the 7th AAF on 14 September. Five enemy planes intercepted our force and one Liberator was damaged. The enemy planes were driven off with probable damage to one. Antiaircraft fire was meager. On the same day Mitchell bombers of the 7th AAF bombed Ponape Island in the Carolines.

Paramushiru in the Kurils was bombed by 11th AAF Liberators at night on 12 September. Antiaircraft fire was meager and all of our planes returned. Venturas of Fleet Air Wing 4 attacked Paramushiru on 14 September, setting fire to several buildings. Intercepting enemy aircraft damaged one Ventura. Two of the interceptors were probably damaged. All of our planes returned.

Pagan Island was attacked on 14 September by Thunderbolts of the 7th AAF. Gun emplacements were hit with rockets and strafed. One plane was damaged by antiaircraft fire.

Gun emplacements at Wotje Atoll were bombed on 14 September by Corsairs of

the 4th Marine Aircraft Wing. Meager antiaircraft fire was encountered.

A single search plane of Fleet Air Wing 2 strafed and damaged two enemy sailboats at Lemotrek Island, east of Woleai, on 14 September. Another search plane of Fleet Air Wing 2 on routine patrol near Iwo Jima on 14 September sighted two large landing craft escorted by a fighter plane. Both landing craft were strafed and the enemy plane was shot down.

ROME, *Navy communique*—On the night of 13 September Allied light naval forces on patrol in the Gulf of Genoa encountered a large group of German "F" lighters, our ships attacked and a heavy explosion was heard.

When the patrol closed to finish off the enemy they discovered they were faced with two enemy destroyers. The Allied force passed between the destroyers, one of which was hit by a torpedo and left sinking by the stern and burning fiercely.

The patrol was heavily engaged by the destroyers and "F" lighters and was able to withdraw without damage, leaving the enemy to carry on "spirited gun action among themselves." Several hits were observed.

17 SEPTEMBER

U. S. Pacific Fleet Communique

U.S. Army assault troops established beachheads on Angaur Island, the southernmost of the Palau Islands, on 16 September (West Longitude date).

Carrier-based aircraft of the Pacific Fleet heavily bombed the island prior to the landings, and cruisers and destroyers took enemy positions under deliberate fire.

The initial landings were made by troops of the 81st Infantry Division, commanded by Maj. Gen. Paul J. Mueller, USA. The ships in direct support are commanded by Rear Admiral W.H.P. Blandy, USN.

All initial objectives have been gained against resistance which so far has been relatively light.

U. S. Pacific Fleet Communique

The 1st Marine Division continued to encounter heavy opposition on Peleliu Island during 16 September (West Longitude date), but extended the area under their control in the southwestern peninsula and moved ahead in a northerly direction approximately a third of a mile. Our attack was preceded by bombing and naval gunfire. The enemy is using artillery and mortars in considerable numbers against our positions, although many have been destroyed by bombing and counter-battery fire.

On Angaur Island troops of the 81st Infantry Division have joined the beachheads established on the north and northeast sectors of the island, and have pushed inland more than 1,000 yards against light opposition. The northeast third of Angaur is now in our hands.

Iwo Jima in the Volcano Islands was bombed on 14 September by a single Liberator of the 7th AAF and Liberators in great number on 15 September. In the latter attack the airstrips and surrounding areas were bombed, causing large explosions and starting fires. Four enemy planes attempted interception without success. There was moderate antiaircraft fire, which did no damage.

Pagan Island in the Marianas was attacked twice on 15 September by the 7th AAF. Liberators attacked early in the day followed by Thunderbolts which launched rockets and strafed gun positions and the runway. There was meager antiaircraft fire.

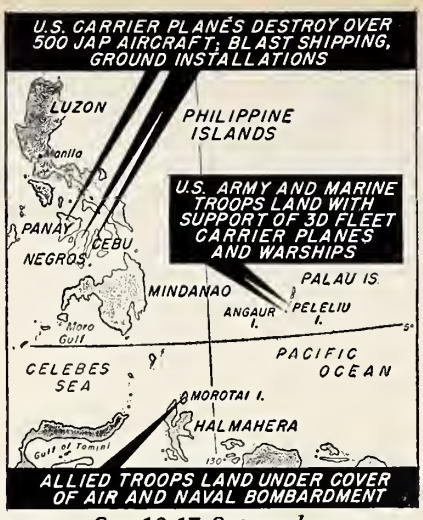
There were two attacks against Rota on 14 September. In the afternoon Corsairs of the 4th Marine Aircraft Wing strafed gun positions and Navy Hellcat fighter planes strafed the airfield at night. Rota was again visited by Corsairs of the 4th Marine Aircraft Wing on 15 September. The runway and gun emplacements were bombed and strafed.

Gun positions and the airfield at Ponape were bombed on 14 September by 7th AAF Mitchells.

On 15 September a single AAF Liberator bombed Marcus Island.

The same day Corsairs and Dauntless divebombers of the 4th Marine Aircraft Wing dropped six tons of bombs on Wotje. One of our planes was shot down. The crew was rescued. Corsairs again bombed Wotje on 16 September.

A lone Catalina search plane of Fleet Air Wing 2 attacked Nauru on the night of 16 September.



See 13-17 September.

GENERAL HEADQUARTERS, SOUTHWEST PACIFIC—*Halmahera*: Consolidation of our positions and airdrome construction continue without opposition . . . *Ceram:* Our attack planes and fighters bombed Bula airdrome and swept the coast lines destroying or seriously damaging five barges and three coastal craft . . . *Celebes:* Night air patrols damaged a 3,000-ton freighter-transport in Manado harbor . . . *Banda Sea:* Air patrols destroyed or seriously damaged two barges and two coastal vessels . . . *Vogelkop:* Light naval craft sank two barges and strafed an enemy camp on the north coast.

18 SEPTEMBER

U. S. Pacific Fleet Communique

During the night of 16-17 September (West Longitude date) the enemy counter-attacked the western flank of our forward lines on Peleliu Island, but was thrown back.

An attack launched by the 1st Marine Division in the early morning of 17 September resulted in further gains to the north, and the occupation of Asias town. Meantime, mopping-up operations in the southern sector progressed and Ngarmoked Island, off the southern tip of Peleliu, was captured.

Two enemy aircraft bombed our positions on 17 September, but caused no casualties. Seabees are at work rebuilding the Peleliu airfield. Heavy fighting continues.

On Angaur several enemy counter-attacks have been repulsed and good progress has been made by the 81st Infantry Division. The northern half of the island, excepting some strong points along the western shore, is under our control.

Through 17 September our forces had wiped out 5,495 enemy troops on Peleliu and 48 on Angaur.

MOSCOW, *communique*—On 16 September aircraft of the Red Banner Baltic Fleet carried out a raid on the port of Lipaja (Libau) and bombed enemy shipping in the port. Three enemy supply ships totaling 12,000 tons and three German submarines were sunk. In addition, two large supply ships and a floating dock were damaged.

19 SEPTEMBER

Navy Department Communique No. 543

CENTRAL PACIFIC

1. The USS *Perry* (DMS-17) was sunk as the result of enemy action during the present operation in the Palau Islands.

2. The next of kin of casualties (which were small) have been informed.

Navy Department Communique No. 544

PACIFIC AND FAR EAST

1. U.S. submarines have reported the sinking of 29 vessels, including three combatant ships, as a result of operations against the enemy in these waters, as follows:

2 destroyers
1 large cargo transport
11 medium cargo vessels
1 escort vessel
3 medium tankers
2 medium cargo transports
9 small cargo ships

2. These actions have not been announced in any previous Navy Department communique.

Navy Department Communique No. 545

1. The submarine USS *Flier* was lost in recent operations against the enemy.

2. The next of kin of officers and crew have been informed.

ALLIED HEADQUARTERS, NEW GUINEA—*Halmahera*: Our carrier-based planes swept airdromes and shores of Wasile Bay. Thirteen barges were wrecked, three enemy planes destroyed and many grounded aircraft were destroyed or severely damaged . . . *Celebes:* Night air patrols sank an 8,000-ton freighter-transport off Kendari and started large fires in Manado . . . *Banda Sea:* Medium and fighter planes swept the coastline in the Aru, Kei and Tenimber Islands, bombing enemy-occupied villages and severely damaging six small craft and one barge . . . *New Ireland:* Light naval units destroyed two barges . . . *New Britain:* Patrol planes destroyed two barges and started fires.

20 SEPTEMBER

U. S. Pacific Fleet Communique

1. During the afternoon of 19 September (west longitude date) organized enemy resistance ceased on Angaur Island. The 81st Infantry Division is proceeding with mopping-up operations.

2. Shore installations and bivouac areas in Chichi Jima in the Bonin Islands were bombed by 7th AAF Liberators on 18 September. A direct hit and two near misses were obtained in attacking a medium cargo vessel at anchor in Futami harbor, and numerous barges were bombed. The cargo ship was left burning and eight to ten barges were destroyed. Antiaircraft fire was meagre.

3. Pagan Island in the Marianas was bombed and strafed by Thunderbolts of the 7th AAF on 18 September. Antiaircraft emplacements and storage facilities were the principal targets, and several fires were started.

4. Marcus Island was attacked by 7th AAF Liberators on the same day, and 7th AAF Mitchells bombed Ponape Island, hitting gun positions and the airstrip in the latter attack.

5. Corsair fighters and Dauntless divebombers of the 4th Marine Aircraft Wing bombed Wotje Atoll in the Marshalls on 18 September, dropping 27 tons on barracks.

6. All of our aircraft returned from the foregoing missions.

ROME, *Naval communique.*—It is reported from the south of France that on 17 September the U. S. destroyers *Edison* and *Hilary Peter Jones* carried out successful bombardments of enemy targets on the right flank of the army in the area between Ventimiglia and San Remo. Enemy light coastal craft in San Remo were heavily fired upon and there was a large explosion in the quay.

The attack on San Remo was continued by the *Hilary Peter Jones* on 18 September with most successful results. One ship alongside the mole was set on fire and exploded with an ammunition dump on the sea wall. Twelve smaller craft, some of them resembling motor torpedoboats, were set on fire and detonated violently. One small coaster was set on fire and the target damaged by a direct hit.

Fuel storage tanks were ignited and left blazing. From the violence of the explosion considerable quantities of ammunition stored in the port area appear to have been destroyed. It is reported that all the formerly serviceable craft in the port have now been sunk.

It is reported from the Aegean that the harbor at Melos was again successfully bombarded by HMS *Aurora* on 17 September. On the same day naval aircraft from an escort carrier force attacked enemy transport in Crete, destroying eleven motor vehicles and damaging others.

On 18 September the *Aurora*, with the destroyer *Terpsichore*, bombarded an enemy wireless station at Melos and obtained direct hits. Continuing operations against transport in Crete, naval aircraft destroyed twenty-five motor vehicles including three staff cars. All our aircraft returned safely.

Crete is now being closely blockaded to prevent the escape of the enemy garrison.

DECORATIONS AND CITATIONS

For reasons of security, the deed for which a man receives a decoration often cannot be fully described either in this section or in the actual citation which he receives. There may accordingly be reports here which do not tell the whole story.

Marine Pilot and Private Awarded Medal of Honor

A Marine fighter pilot who shot down 25 Jap planes in the South Pacific and a Marine private, first class, who hurled himself on a live grenade to save three comrades, have been awarded the Medal of Honor posthumously.



Lt. Hanson

First Lt. Robert M. Hanson, USMC, of Newtonville, Mass., was killed on 3 Feb. 1944 when his plane crashed into the sea near Rabaul. Known as "Butchering Bob," he was famous for one shooting spree in which he downed 20 enemy planes in six consecutive flying days. On 1 Nov. 1943 he boldly attacked six torpedo bombers over Bougainville, brought down one and forced the others to jettison their bombs. On 24 January, he shot down four Zeros and probably a fifth before they could attack our bombers.

The other Medal of Honor winner, Pfc. Richard B. Anderson, USMC, of Port Angeles, Wash., was in a shell crater preparing to throw a grenade at an enemy position when it slipped from his hands. He hurled himself upon the grenade to save his three buddies, and later died of his wounds. Anderson was the fourth marine to be awarded the Medal of Honor for throwing himself on a grenade to protect his comrades.



Pfc. Anderson

NAVY CROSS

★ Rear Admiral Alfred E. Montgomery, USN, Piedmont, Calif.: As officer in tactical command of a carrier task group near Saipan on 21 February 1944, he maneuvered his group in an excellent manner when attacked by enemy torpedo and bombing planes. Eight Jap planes were destroyed at night by screen ships' gunfire and nine more were destroyed by ships' gunfire and combat air patrol the following morning. In the face of these determined attacks he launched aircraft from his carriers and they delivered repeated attacks on shipping, aircraft and shore installations on and in the vicinity of Saipan. This action and retirement were completed without damage to ships of his task group.

★ Comdr. (then Lieut.) Carl F. Faires Jr., (SC) USN, Arlington, Mass.: During the repeated and sustained bombing and strafing attacks on the Philippines beginning 10 December 1941, he rendered valiant service during the gallant stand by our forces against a prolonged siege by the Japanese.

★ Lt. Comdr. Wells W. Carroll, USNR, Manhasset, N. Y. (missing in action): Severely wounded when the USS *Liscome Bay* was struck by a torpedo off Makin Island, he refused medical attention and courageously attempted to operate the fire-protection apparatus and to restore pressure in the fire mains despite continuous ammunition explosions and raging flames. He supervised the evacuation of several wounded men and encouraged others less seriously injured than himself. He refused to allow a shipmate to search for a life jacket for him.

★ Lt. Comdr. Irvin S. Hartman, USN, Columbia City, Ind.: As commanding officer of a submarine in the Pacific, he made a night surface attack on a convoy and, after scoring hits on the enemy vessels, attacked with gunfire. During a later engagement he displayed great tactical skill in a successful attack, and brought his vessel safely to base.

★ Lt. (jg) Norman T. Dowty, USNR, Alexandria, La. (posthumously): Sighting a U-boat in the Atlantic while piloting a torpedo bomber on a search flight, he made aggressive attacks at perilously low altitude in the face of intense antiaircraft fire. His bombs exploded on the deck of the submarine and destroyed it.

★ Lanson D. Mills, PhM1c, USNR, Monterey Park, Calif.: While serving with the 1st Marine Division at Cape Gloucester from 26 December 1943 to 3 January 1944, he unhesitatingly exposed himself to intense enemy rifle and machine-gun fire in order to render first aid to those in his and adjacent units. When removal of wounded from the field was impossible, he skillfully administered blood plasma on six occasions under heavy fire.

★ Irving R. Saum Jr., MM1c, USNR, Washington, D. C.: When the forward engine room of the USS *Borie* was severely holed during combat with a U-boat in the Atlantic on 1 November 1943, resulting in rapid flooding to the vessel's water line, he volunteered to enter the damaged compartment in order to close the secondary drain suction. He descended 10 feet below the surface of the debris-filled water and succeeded in accomplishing the hazardous task.

★ Francis X. Ryan, MoMM2c, USNR, Brooklyn, N. Y.: As a volunteer member of a rescue team, he fought his way through the breakers off an enemy-held island to rescue an aviator whose plane had been shot down. The rescue was accomplished while under sniper fire from the beach and with the understanding that unforeseen circumstances might have resulted in the abandonment of rescue party.

Gold Star In Lieu of Second DISTINGUISHED SERVICE MEDAL

★ Rear Admiral Robert B. Carney, USN, Coronado, Calif.: As aide and chief of staff to the Commander South Pacific Area from 26 July 1943 to 5 June 1944, he conceived and correlated the many offensive operations carried out in the Solomons and Bismarck Archipelago. He enabled our forces to exert their greatest strength and administer a series of crushing defeats to the Japanese.

DISTINGUISHED SERVICE MEDAL

★ Rear Admiral Alfred E. Montgomery, USN, Piedmont, Calif.: As commander of a carrier task group in the Central and South Pacific Areas from



Official U. S. Navy photograph

FRENCH OFFICER DECORATED: A French naval officer receives the Legion of Merit from Vice Admiral H. K. Hewitt, USN, Commander U. S. Naval Forces, Northwest African Waters, for the part he played in the sinking of a U-boat in the Mediterranean. The officer is in command of the destroyer escort Senegalais, which was presented to France this year.

DISTINGUISHED SERVICE MEDAL cont.

18 November to 10 December 1943, he exercised sound judgment in directing repeated aerial attacks against Tarawa and greatly assisted our forces in the successful occupation of this strategic island. Later he directed raids on Japanese shipping, aircraft and installations on Kwajalein atoll. His brilliant leadership contributed in large measure to our ultimate victory in this area.

★ Rear Admiral Arthur W. Radford, USN, Grinnell, Iowa: As commander of a carrier task group prior to and during landing activities on Baker, Makin and Tarawa Islands, he completed these vital missions without damage to the ships of his command despite numerous raids by enemy aircraft and the constant hazard of submarine attacks. He initiated the first carrier-borne night fighter teams which later proved their value by dispersing hostile night torpedo assaults on the task group.

★ Capt. Daniel V. Gallery Jr., USN, Chicago, Ill.: As commander of an Atlantic Fleet antisubmarine task group, he maintained the group in a constant state of preparedness and skillfully utilized every available method of attack. He enabled his efficient, highly trained command to achieve unparalleled success against the enemy.

★ Comdr. James J. Sapero, (MC) USN, Denver, Colo.: As malaria and epidemic disease control officer on the staff of Commander South Pacific Area from 17 August 1942 to 2 January 1944, he conceived and developed the malaria-control unit in this area. As the result of his untiring efforts and those of his organization, the incidence of malaria among the military and naval forces was drastically reduced. His methods served as a guide for checking the epidemic in other military areas.



Gold Star in Lieu of Second
LEGION OF MERIT

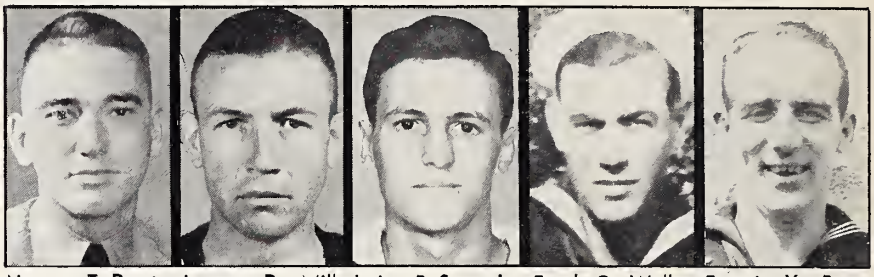
★ Capt. Wilfred L. Painter, (CEC) USNR, Seattle, Wash.: As airfield engineer in the Solomons area from 1 November to 15 December 1943, he exercised great ability and sound judgment in planning and supervising the development of airfields at Empress Augusta Bay. He contributed materially to the establishment of a beachhead on a Japanese stronghold and to the subsequent success of our operations in this area.

★ Comdr. Russell C. Williams, USN, Richmond, Va.: As commanding officer of a destroyer, he carried out a well-planned search for a U-boat which menaced an Allied convoy off Cape Falcon, Algeria. After sound contact had been established and the sub forced to the surface by another destroyer's depth charges, he maneuvered his ship close to the position of contact and destroyed the enemy craft by accurate gunfire.

NAVY CROSS AWARDS



Alfred E. Montgomery, Rear Admiral, USN
Carl F. Faires, Jr., Comdr., (SC) USN
Wells W. Carroll, Lt. Comdr., USNR
Irvin S. Hartman, Lt. Comdr., USN



Norman T. Dowty, Lt. (jg), USNR
Lanson D. Mills, PhM1c, USNR
Irving R. Saum Jr., MM1c, USNR
Frank C. Walker, GM1c, USNR
Francis X. Ryan, MoMM2c, USNR

Report of citation of Gunner's Mate Walker appeared in August issue of the Bulletin, p. 53.

Presidential Unit Citations

The destroyer USS *Buchanan* has been awarded the Presidential Unit Citation for "striking devastating blows while Japanese opposition in the Pacific was at its height."

Serving in the Pacific area from 7 August 1942 to 26 February 1944, the *Buchanan* provided faithful and sturdy protection for our carriers and convoys, destroyed enemy air, surface and sub-surface units, and boldly faced shore batteries and silenced their guns. She contributed essentially to the success of the Solomons campaign by her support of landing operations and occupation of hostile positions.

* * *

For outstanding performance against the enemy during her fifth, sixth and seventh war patrols, the USS *Trigger* was presented the Presidential Unit Citation recently in ceremonies at U.S. Naval Drydocks, Hunter's Point, Calif. The presentation was made by Rear Admiral Carleton H. Wright, USN, commandant of the 12th Naval District.

Employing highly daring and hazardous tactics, the *Trigger* struck at Japanese shipping aggressively, seeking out her targets with dogged determination regardless of unfavorable attack conditions. She established a notable record of severe damage inflicted on hostile shipping.

* * *

Motor Torpedo Boat Squadrons 12 and 21 have won the Presidential Unit Citation for spearheading a determined water-borne attack on the Japanese in the New Guinea area from October 1943 to March 1944.

These PT-boats boldly penetrated hostile waters, disrupted barge traffic vital to the maintenance of Japanese strongholds, dauntlessly exchanged gunfire with heavily armored gunboats, planes and shore emplacements, and diverted hostile artillery fire to themselves in protection of Allied land forces. They steadily destroyed ships carrying troops, food and combat supplies, captured Japanese personnel, landed in enemy-held territory and effected air and sea rescue missions.



LEGION OF MERIT

★ Rear Admiral Charles W. Fisher Jr., USN, San Francisco, Calif.: As director of the Shore Establishments Division from 17 September 1943 to 5 January 1944, he was responsible for the sound program of industrial relations with all civilian employes of the Navy. By his intelligent appraisal and skillful solution of complicated labor problems during this period of intensive industrial expansion, he contributed greatly to economical and expeditious ship construction and repair.

★ Rear Admiral Henry M. Mullinnix, USN, Attica, Ind. (missing in action): As commander of a carrier air support group during the assault on Makin Atoll, he skillfully conducted antisubmarine and combat air patrols supporting our landing operations. Through his brilliant leadership, escort carriers were able to carry out a well coordinated attack against the Japanese.

★ Rear Admiral Arthur G. Robinson, USN, Washington, D. C.: As Commander, All Forces, Aruba-Curacao Area and later as Commander Trinidad Sector, Caribbean Sea Frontier and commandant of the Naval Operating Base, Trinidad, he contributed in a major degree to the successful employment of naval surface forces and combined Army and Navy aircraft in waging a relentless war on hostile submarines.

★ Rear Admiral George L. Weyler, USN, Emporia, Kans.: As commandant of the Naval Station, Guantanamo Bay, Cuba, from 1 September 1940 to 6 April 1944, he contributed immeasurably to the successful utilization of naval surface forces and combined Army and Navy aircraft assigned to him in waging a determined war on hostile submarines. He was instrumental in furnishing effective support for our convoys and vital war shipping during offensive operations.

★ Capt. Elmer P. Abernethy, USN, Washington, D. C.: As executive officer of the USS *President Jackson* from 7 August 1942 to 30 June 1943, he made many trips to the forward area to deliver reinforcements to the American garrison at Guadalcanal. Despite frequent engagements with hostile planes and submarines, he aided his commanding officer in bringing the ship through without damage.

★ Commodore Lee P. Johnson, USN (Ret), Concord, N. C.: In charge of training activities of the Amphibious Force, Atlantic Fleet, during the period prior to the invasion of Sicily, he displayed leadership and initiative in coordinating the Army and Navy units under his command in preparation for the attack.

★ Capt. Allan R. McCann, USN, North Adams, Mass.: As a submarine squadron commander in the Southwest Pacific, he demonstrated exceptional ability and untiring devotion to duty, inspiring the officers and men under his command to the successful completion of dangerous and vital missions. As senior officer, he relieved his task force commander of many details and assisted in establishing the efficient operation of units.

★ Comdr. Alexander S. Heyward Jr., USN, Edisto Island, S. C.: As commanding officer of a patrol squadron, he established an anti-sub patrol at Port Lyautey, French Morocco, and courageously led his squadron on numerous hazardous missions during the following two months. He contributed immeasurably to the security of U. S. naval forces and shipping during the capture and occupation of French Morocco.

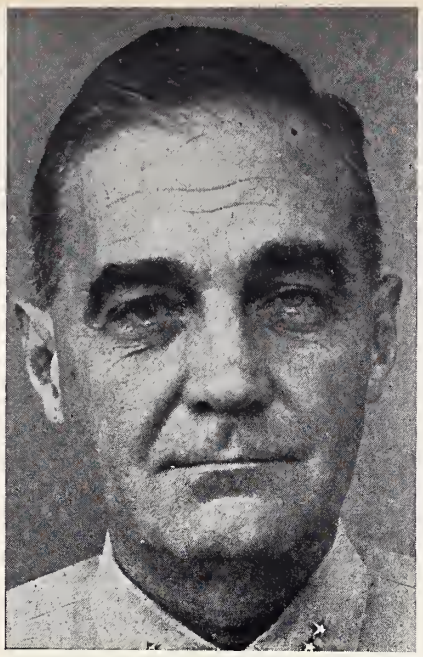
★ Comdr. John A. Moreno, USN, Washington, D. C.: As leader of a patrol squadron during the occupation of the airport at Port Lyautey, French Morocco, he organized and established a base for antisubmarine patrol, provided for the billeting and subsistence of personnel and the operation and protection of the airfield there. He maintained such effective vigilance over the enemy-infested waters that our forces escaped without damage throughout the entire period.

★ Lt. Comdr. Frank D. Schwartz, USN, Wichita, Kan.: As commanding officer of a warship during the landing operations at Lae, Saidor, Arawe and Cape Gloucester, and as commander of a transport division at Hyane harbor and Hollandia, he exercised sound judgment, initiative and leadership. At Hyane harbor, his forces were compelled to make numerous trips between the transports and the beach and, although subjected to intense machine-gun fire, effected the landing of all troops and equipment with a minimum of casualties and damage.

★ Lt. Comdr. Robert H. Wanless, USNR, Chicago, Ill.: While he was commanding officer of a destroyer escort, a U-boat was detected by a companion ship during an antisub mission. He maneuvered his vessel into an advantageous striking position and participated in a series of powerful attacks which damaged the sub and forced her to the surface. As the conning tower broke water, he directed another attack which completely destroyed the U-boat.

★ Lt. (jg) William D. Shervey, USNR, Rice Lake, Wis.: As officer-in-charge of the *LCT-140* during landings on the Anzio-Nettuno beachhead, he carried out the landing of troops, vehicles and armored equipment with great skill and determination. During the following 30 days his craft participated continuously in unloading and salvage operations while subjected to shellfire and frequent aerial bombing attacks.

★ Clifton M. Duckworth, CCM, USCG, Western Port, Md.: When the USCGC *Campbell* was severely damaged as the result of an attack upon an enemy vessel, he skillfully shored and reinforced the bulkheads, making it possible for the vessel to be towed 800 miles to port. He also succeeded in constructing a crib from a limited and inadequate supply of lumber on board the cutter.



Official U. S. Navy photograph

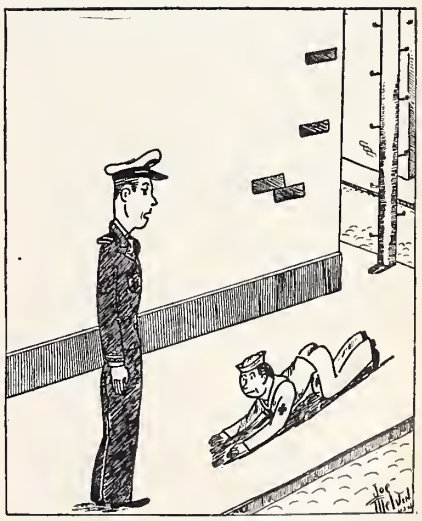
DIRECTED SUB OPERATIONS: Rear Admiral John H. Brown Jr., USN, of Middletown, Del., has been awarded the Legion of Merit for distinguished and meritorious service as commander of a submarine squadron from 6 July 1942 to 18 November 1943. During this period his subs sank 72 ships and damaged 54.



Gold Star in Lieu of Third

SILVER STAR MEDAL

★ Lt. Comdr. (then Lieut.) Norvell G. Ward, USN, Indian Head, Md.: As executive officer of a submarine which was damaged at Cavite Navy Yard during the early phase of the current war, he assisted his commanding officer in directing fire-fighting activities. For five days, under persistent air attacks, he worked tirelessly to repair damage and get the sub ready for sea. By his outstanding ability in navigating strange, confined enemy waters, he contributed directly to the sinking or damaging of many Japanese ships and to bringing the submarine safely to port.



Mobster (Fleet Hospital, No. 109)

"A simple salute is sufficient, son."

Warrant Officer Tweed Gets Legion of Merit

The Legion of Merit has been awarded Radio Electrician George R. Tweed, USN, who eluded Japanese on Guam for 31 months until rescued on 10 July 1944 by a U. S. destroyer (INFORMATION BULLETIN, September 1944, p. 9).

With the aid of friendly natives, he managed to subsist on the Jap-occupied island and to obtain much valuable information regarding the occupation forces. Ingeniously attracting the attention of the destroyer, operating two miles off shore, he signaled messages by semaphore to reveal that a Japanese battery of six-inch guns concealed on Adelup Point remained undamaged.

After being rescued, Mr. Tweed furnished information which made a vital contribution to the recapture of Guam. Since his rescue he has been promoted from radioman first class to warrant rank.

Gold Star in Lieu of Second

SILVER STAR MEDAL

★ Lieut. Richie N. Henderson, USN, Bethesda, Md. (missing in action): As torpedo and diving officer aboard a submarine during highly successful war patrols, he contributed greatly to the accurate and devastating attacks against heavily escorted Japanese task forces and convoys. His courage and devotion to duty were an inspiration to the officers and men of his ship.

SILVER STAR MEDAL

★ Commodore (then Capt.) George T. Owen, USN, Washington, D.C.: As acting commanding officer of the USS *Curtiss* during the Pearl Harbor attack, he immediately organized a spirited defense. Although violent fires were started and the *Curtiss* was severely damaged by a bomb hit and a crashing plane, he continued directing the gunfire of his vessel, enabling his men to destroy several Japanese aircraft and a small submarine while bringing the fire under control.

★ Comdr. Bret H. Brallier, USCG, San Jose, Calif.: As executive officer of the USCGC *Campbell* when it surprised an enemy U-boat on the surface and collided with it, he expertly conned throughout the vigorous engagement and materially contributed to the sinking of the submarine by gunfire and depth charges, and the capture of several members of her crew. Afterward he rendered invaluable assistance to his commanding officer in the control of damage and the safe towage of the cutter into port.

★ Comdr. Finley E. Hall, USN, Tupelo, Miss. (missing in action). As executive officer of the USS *Liscome Bay* when it was struck by a hostile torpedo off Makin Island, he skillfully supervised the evacuation of personnel from his battle station, completely disregarding his own safety in the face of continuous ammunition explosions and raging fires. He voluntarily remained aboard the rapidly sinking vessel in an effort to search for other wounded and trapped shipmates.

★ Comdr. Emil E. Napp, (MC) USNR, New Rochelle, N.Y.: Accompanying assault troops during the occupation of Cape Gloucester, he repeatedly risked his life in order to care for injured personnel and supervise their evacuation to battle aid stations, once administering aid to a wounded marine while pinned down by sniper fire. By his keen foresight and outstanding skill, he contributed to the saving of many lives.

★ Lt. Comdr. Charles S. Manning Jr., USN, Cheraw, S.C.: As engineering and diving officer of a submarine severely damaged by the Japanese at Cavite Navy Yard, he assisted his commanding officer in directing fire-fighting activities and worked for five days under persistent air attacks to make the sub ready for sea. Throughout five war patrols his ability contributed to the sinking or damaging of many enemy vessels.

★ Capt. James L. Denig, USMC, Washington, D.C. (posthumously): Assuming command of eight light tanks when the 4th Marine Division landed on Namur Island, he directed the vehicles in a closely coordinated attack by tanks and infantry, routing out and killing numerous Japanese. When he halted his tank to reconnoiter and was fatally wounded as a result of a sudden enemy attack, his wrecked machine marked the farthest advance of the infantry that day.

★ Lieut. Samuel E. Elmore Jr., (MC) USNR, New Orleans, La.: During the landing at Cape Torokina on 1 November 1943, he unhesitatingly entered a dangerous area and gave medical attention to the injured despite an incessant rain of enemy fire. Suddenly attacked by a Japanese soldier, he engaged the enemy in hand-to-hand combat and killed him, thereby removing an imminent threat to the lives of the wounded men.

★ Lieut. Edward J. Hagan Jr., (MC) USNR, Williston, N. Dak.: While attached to the 3rd Battalion on 14 January 1944, with the troops battling up Hill 660 at Cape Gloucester, he realized it was impossible to evacuate the wounded under the fire of the entrenched enemy. Disregarding his personal safety, he crawled to the top of the hill and, in the face of severe Japanese machine-gun and rifle fire, skillfully administered aid to the injured.

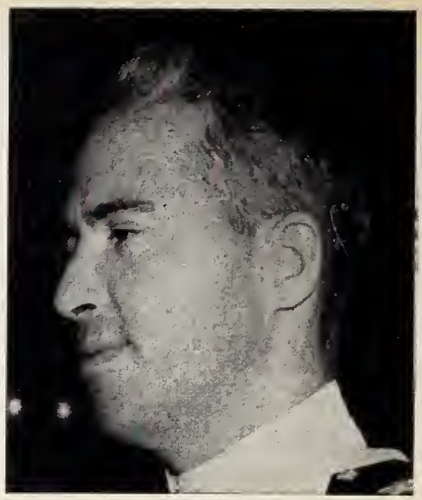
★ Lieut. George M. Kempker, (ChC) USNR, Omaha, Neb.: Serving with a Marine division at Bougainville, he exposed himself continuously to intense rifle, machine-gun, artillery and mortar fire to conduct last rites and comfort the wounded. On several occasions he proceeded beyond combat lines to locate dead and injured, subsequently guiding stretcher bearers through dense jungle undergrowth for evacuation of casualties.

★ Lieut. James P. Lowry, USNR, Pittsburgh, Pa.: As member of a reconnaissance patrol on a Japanese-held island, he went ashore in the face of certain danger and, within an exceedingly brief time, secured information concerning the strength of the Japanese forces, the most suitable beach for future landings and favorable sites for fighter strips. Discovered by the enemy, he assisted in killing three Japs, wounding one and putting the remainder to flight before struggling back through heavy surf to the rendezvous with a friendly craft.



Official U. S. Navy photograph

CRUISER SKIPPER CITED: For fighting his cruiser in a courageous and skillful manner during action in the Gilberts, Marshalls, Carolines and Marianas, Capt. Richard W. Bates, USN, of Alameda, Calif., has received the Legion of Merit.



Official U. S. Navy photograph

LANSDALE SKIPPER HONORED: Lt. Comdr. Douglas M. Swift, USN, of Springfield, Mass., has been awarded the Silver Star Medal for conspicuous gallantry and intrepidity as commanding officer of the USS Lansdale when it was sunk off the coast of Algeria.

★ Lieut. Arthur T. Willetts, (MC) USNR, Verona, Pa.: As battalion surgeon with the 3rd Marine Division during the landing at Cape Torokina on 1 November 1943, he noticed that enemy fire was endangering the lives of our wounded men who had fallen on the beachhead. He requested a nearby assault unit to attack an adjacent enemy-infested jungle area and, after the site was cleared of Japanese, established an aid center under cover of the jungle growth. Although his medical post was attacked by enemy machine guns six times during the day, he calmly treated many serious wounds.

★ Lt. (jg) Kermit E. Chapman, USNR, Fargo, N. Dak. (posthumously): As boat officer of a landing craft attached to the USS *Neville* during the invasion of Eniwetok Atoll, he skillfully maneuvered his craft to the designated beach in the face of sniper fire. Although mortally wounded while carrying out his perilous mission, he was instrumental in delivering vital equipment to our fighting units.

★ Boatswain Joseph V. Kaspar, USN, Los Angeles, Calif. (posthumously): While acting as coxswain of a landing craft during the invasion of Makin Atoll, he boldly led an assault against two old hulks beached offshore from which a deadly stream of enemy fire was coming. Although he lost his life during the bitter engagement, his daring initiative and fighting spirit contributed materially to the success of our operations.

★ William J. Carr, CGM, USN, Los Angeles, Calif. (missing in action): In charge of the gun battery and equipment aboard a submarine, he maintained his department in a constant state of readiness throughout an extremely hazardous period. His battery sank or inflicted severe damage on an important amount of enemy shipping.

★ Alvin F. Gunther, CMM, USCG, Pelham, N.Y.: When the engine room of the USCGC *Campbell* flooded as the result of an attack upon a hostile submarine, he descended to the engine room bilges in order to determine the size and location of a hole in the ship's side and to investigate the possibility of flood reduction. Later he rendered valuable assistance to the engineer officer of the watch in his efforts to minimize damage to vital machinery.

★ Anton J. Hainrihar, CWT, USCG, Chicago, Ill.: When the engine room of the USCGC *Campbell* flooded as the result of an attack upon an enemy submarine, he calmly directed necessary operations in the fire room and set an inspiring example to the other members of the crew. He remained on duty from 8 to 12 hours a day with the vessel in a precarious position.

★ Walter L. LeGates, CWT, USCG, Cape May, N.J.: When the engine room of the USCGC *Campbell* flooded and the main engines failed as the result of an attack upon an enemy U-boat, he labored tirelessly throughout the night with neither sleep nor rest and rendered invaluable assistance to the assistant damage control officer. His courageous perseverance contributed greatly to the final salvaging of the damaged cutter.

★ Louis C. Bergan, CM1c, USNR, Roseglen, N. Dak.: Serving in the USS *Osprey* when she was mined and caught fire during the invasion of France, he sustained second-degree burns about the face and hands. Despite his painful injuries, he manned one of the two fire hoses available and quickly subdued the flames, saving the lives of many of the crew who were trapped by the flames.

★ Francis C. Berger, QM1c, USNR, Trenton, N.J., and George H. Allison Jr., MN3c, USNR, Pittsburgh, Pa.: As crew members of the USS *C-9477* on aircraft rescue duty in Japanese-controlled waters, they made daily routine patrols through treacherous, reef-studded waters between Rendova and Munda and, despite repeated bombing and strafing attacks, assisted in the rescue of 14 airmen. When a stranded comrade was sighted on Kundukundu Island, they volunteered to row a dinghy ashore and effected the rescue while their boat maneuvered to draw the enemy's fire.



Sky Ranger (NAS, Dallas, Tex.)

"She wants me to bring a friend who'll loan me ten dollars."



Official U. S. Navy photograph

RESCUED WOUNDED COMRADES: Lieut. Richard W. Townsend, USNR, of Springfield, Ill., recently won the Silver Star Medal for heroism during the Marshall Islands campaign. He obtained a small boat and skirted an exploding ammunition dump to rescue several casualties trapped on a nearby reef.

★ Walter M. Sharp, PhM1c, USNR, Amityville, N.Y.: Braving an intense barrage of machine gun and rifle fire at Cape Gloucester on 3 January 1944, he entered the dense jungle to effect the rescue of six wounded comrades and, after administering first aid, supervised their evacuation over extremely difficult terrain. When an entire platoon was pinned down by Jap fire, he crawled into the dangerous area to care for the injured marines.

★ Gerald W. Ward, PhM1c, USNR, Roanoke, Tex.: Landing with a Marine raider battalion on Puruata Island, he went among the wounded administering first aid when the intensity of fire made it impossible to carry the wounded to his first aid station. His devotion to duty contributed to the saving of three lives.

★ Paul H. Currier, PhM2c, USNR, Rochester, N.H.: While attached to the 3rd Marine Division in the landing at Cape Torokina on 1 November 1943, he disembarked from a landing craft under intense enemy fire and rushed to the aid of our wounded on the beach. Realizing that persistent fire from a nearby jungle threatened the lives of the helpless men under his care, he procured a submachine gun and charged the hazardous area alone, killing six Jap soldiers. He then returned to his task of treating and evacuating the wounded.

★ Manuel M. Maya, PhM2c, USN, Pasadena, Calif.: Although painfully injured during an assault on a strongly fortified enemy position on Puruata Island, he continued to administer first aid to his wounded comrades until the firing subsided. Refusing to be evacuated when the battle was resumed, he moved from man to man giving medical assistance to his companions as they fell.

★ Daniel Webster, PhM2c, USNR, Paris, Ill.: While the platoon to which he was attached was defending a vital road block in the Solomons on 9 November 1943, he made his way among the wounded men across the exposed battle area and cheerfully rendered first aid under a deadly curtain of enemy fire. His courageous action undoubtedly saved the lives of many of his comrades who otherwise might have perished.

★ Jack E. Woodward, PhM2c, USNR, Pearsall, Tex.: While the Marine rifle company to which he was attached was subjected to an intense artillery bombardment at Cape Torokina, he left the safety of his foxhole and rushed to the side of a seriously wounded marine. Although injured himself while administering first aid, he continued to render assistance until relieved by another corpsman. Disregarding his own intense pain, he remained in the area to treat other casualties.

★ Joseph R. Wooldridge, PhM3c, USNR, Albany, Oreg.: When a Jap infiltration party crept near his foxhole and knifed three marines, he crawled 20 yards to reach the injured men, although previously warned that any man who ventured out of his foxhole would be regarded as an enemy. In the total darkness he located all of their wounds by sense of touch, stopped the bleeding and kept watch over them until they could be evacuated the following morning.



Gold Star in Lieu of Third

DISTINGUISHED FLYING CROSS

★ Lt. Comdr. Frank M. Whitaker, USN, Spokane, Wash. (posthumously): As commanding officer of Torpedo Squadron 17 in the Marshalls area from 29 January to 2 February 1944, he led his squadron on two predawn glide bombing attacks, without fighter escort, against enemy air installations at Kwajalein and Engebi. Despite devastating antiaircraft fire, his squadron so damaged the airfields that they were useless to the enemy. On a second assault the same day he attacked and sank a merchant vessel.



Gold Star in Lieu of Second

DISTINGUISHED FLYING CROSS

★ Lt. (jg) William F. Chamberlain, USNR, Aberdeen, Wash. (missing in action): Supporting other planes in an attack upon a submarine, he pressed home his bombing run in the face of a tremendous barrage of antiaircraft fire. His bombs hit the base of the sub's conning tower, causing a terrific explosion, and it sank in less than two minutes. He righted his plane, which had caught fire, and made a turn into the wind, thereby insuring a safer landing for his crew.

DISTINGUISHED FLYING CROSS

★ Lt. Comdr. Thomas D. Davies, USN, Cleveland, Ohio: As a bomber pilot on an anti-submarine sweep, he sighted a surfaced U-boat. He pressed home a bold depth-bomb attack and defied intense antiaircraft fire to force the sub gun crew to abandon her guns. A second depth bomb exploded on the submarine's deck, completing its destruction.

★ Lt. Comdr. Robert C. Millard, USN, Mamaroneck, N. Y.: Sighting a surfaced U-boat, he dived low and released depth charges before the sub's deck crew could fire a single shot. Explosions just aft of the conning tower drove the submarine beneath the sea, leaving wooden splinters and men swimming in oil slick as evidence that the vessel had been severely damaged or destroyed.

★ Lieut. James E. Bridges, USNR, Brinson, Ga. (missing in action): In an attack on Japanese shipping in Truk harbor, he maneuvered his ship skillfully, dove to a perilously low altitude and scored a direct hit which exploded an ammunition ship.

★ Lieut. Joseph E. Butler, USNR, Irwinton, Ga.: As assistant operations officer and pilot of a divebomber operating in the Solomons from 15 May to 5 October 1943, he completed numerous bombing and photographic missions against strongly defended positions. On 11 September he volunteered to direct rescue operations of a pilot shot down in Japanese-controlled waters and, under most difficult conditions, obtained bearings which resulted in his rescue.

★ Lieut. Robert H. Higley, USNR, Kansas City, Mo. (missing in action): Separated from the other planes of his squadron during an attack on Japanese surface forces at Rabaul on 11 November 1943, he valiantly pressed home his attack against a heavy warship despite violent fighter opposition and severe antiaircraft fire from shore batteries and combatant vessels.

★ Lieut. Mark P. Mowry, USNR, Havre, Mont. (posthumously): On 29 January 1944 he led his division of fighter planes in repeated strafing raids on Ebeye Island and upon shipping in a nearby lagoon. He pressed home his successive attacks with determination, severely damaging two aircraft at a seaplane base, silencing a group of light antiaircraft guns near the ramps and seriously damaging two small cargo vessels lying off the island.

★ Lt. (jg) Ralph B. Brownell, USNR, Helena, Mont. (missing in action): Piloting a PB4Y-1, he unhesitatingly attacked a submarine at night under extremely hazardous conditions. He pressed home his assault with determination and probably sank the U-boat.

★ Lt. (jg) Anthony J. Ditter, USNR, Wayzata, Minn. (posthumously): As commander of a Ventura bomber in the South Pacific from 20 October 1943 to 22 February 1944, he took part in many daring raids on hostile installations. In a strike against targets on the coast of New Ireland on 22 February, he succeeded in crippling enemy barges, shore installations and a valuable station at Cape St. George before his plane was badly damaged. He made a skillful water landing with no power from either engine, bringing his four crew members down to safety, although he himself was fatally injured in the landing.

★ Lt. (jg) Duane J. Kenney, USNR, Chicago, Ill. (missing in action): Leading his team of four fighters over Truk on 29 April 1944 as escort cover for torpedo bombers, he engaged a numerically superior force of intercepting planes. He sent one Zero down in flames, assisted in the destruction of another and contributed to the complete rout of the remaining fighters.

★ Ens. George E. Edwards Jr., USNR, East St. Louis, Ill. (missing in action): Piloting a torpedo bomber in an attack on an enemy submarine, he pressed home his attack in spite of a heavy barrage of antiaircraft fire. On his last attack he was hit by an explosive shell, causing his plane to explode in mid-air and crash ahead of the U-boat. His courage in attacking single-handedly a heavily-armed submarine is in keeping with the highest traditions of the naval service.

★ Ens. Harold L. Handshuh, USNR, Eugene, Oreg. (missing in action): Piloting a fighter on antisub patrol with a torpedo bomber, he sighted and attacked a U-boat, scoring many hits as he strafed it. Under the protection afforded by his strafing attack, the torpedo bomber was able to deliver an accurate depth-bomb attack which probably destroyed the submarine.

★ Ens. Albert E. Mitchell, USNR, Seattle, Wash. (posthumously): Attacked by a formation of six carrier-based enemy planes over Unimak Pass, Alaska, on 4 June 1942, he fought valiantly against great odds and forced down the Japanese flight commander's plane. Although he himself was killed when his plane crashed, he had made possible the capture of a Mitsubishi fighter which provided new and invaluable information on this type of enemy aircraft.



Official U. S. Navy photograph

SUB CREWMAN HONORED: The Silver Star Medal has been presented Roy L. Hoffmann, CRM, USN, of Santa Rosa, Calif., for gallantry in action while his submarine was attacking Japanese shipping in enemy waters.

NAVY AND MARINE CORPS MEDAL

★ Lt. Comdr. Richard R. Smith, USCG, New London, Conn.: While supervising the rescue of personnel from a stranded U. S. warship, he fearlessly set out in a power boat and skillfully maneuvered his craft through treacherous waters to the stricken ship. He made repeated trips and succeeded in rescuing about 45 men, while the other boats under his command saved an additional 155 who otherwise might have perished.

★ Lieut. Gordon H. MacLane, USCG, Evanston, Ill.: As coxswain of a power boat engaged in the rescue of survivors from a stranded U. S. warship, he maneuvered the boat into highly dangerous waters in order to take survivors from the ship and from the sea.

★ Lieut. Max H. Ostrander, USN, West Lafayette, Ind.: When a shipmate was swept overboard from their submarine on 8 December 1943, he went over the side with a line tied to his waist and swam to his struggling comrade. He arrived just as the man lost the life jacket previously thrown to him, and supported him until both were hauled aboard the submarine.

★ Lieut. Clifford D. Philip, USNR, Libertyville, Ill.; Lt. (jg) Leslie O. Swanson, USNR, Brainerd, Minn., and Chief Machinist William J. Kubran, USNR, Jacksonville, Fla.: When a Marine plane crashed on the runway at the Naval Air Station, Miami, Fla., on 30 June 1943, they rushed to extricate the pilot who was suspended, head down, and helpless. In spite of the fierce blaze and imminence of a gasoline explosion, they released the trapped man from his shoulder straps and safety belt and lifted him from the wrecked plane.

★ Lt. (jg) James L. Hamilton, USNR, Morgantown, W. Va.: When a plane crashed in the sea on 10 March 1944, he discovered that a crewman floating nearby had disappeared. He immediately swam to the area and pulled his helpless shipmate from beneath the water, supporting him until a rescue ship arrived. His presence of mind undoubtedly saved the man's life.

★ Lt. (jg) Leroy A. Shreiner, USNR, Wenatchee, Wash. (missing in action): Observing a PB4Y-1 plane parked in close proximity to another which was on fire, he started the engines and taxied the aircraft out of the danger zone, although 50-caliber bullets from the burning plane were flying in every direction. Returning to the burning plane, which contained a 500-pound bomb, he taxied it to a place of safety (Apamama, 2 January 1944).

★ Chief Machinist Carl N. Sears, USN, Richmond, Va. (posthumously): During the sinking of one of the pontoons of a floating dry dock at an advanced naval base in the South Pacific Area on 2 November 1943, he procured wooden plugs after all men had been ordered from the engine and pump rooms and

returned to the living compartments in an attempt to seal the leaks in the ventilating system. Determined to check the flooding, he persisted in his hazardous task, sacrificing his life in his efforts to prevent the vessel from sinking.

★ Machinist Wilbur J. Camblin, USN, Los Angeles, Calif.: During the flooding of a pontoon of a floating drydock at an advanced base in the South Pacific on 2 November 1943, he risked his life to aid a man entrapped under the overhead of a nearly flooded compartment. He waited for the instant when the inrush of water subsided and then swam about 20 feet to the surface, carrying the man with him.

★ Leonard W. Campbell, CBM, USCG, Burlington, Wash.: Serving aboard the USCGC *Modoc* during the rescue of survivors from the SS *Svend Foyne*, he observed three survivors who had jumped from a life raft alongside his vessel and were helplessly trying to fasten their life lines. He descended the port rescue net and for 10 minutes struggled unaided to secure a line to one of the floundering men. He and two shipmates worked waist-deep in water for 15 minutes until he became completely exhausted and was helped aboard. His action was instrumental in saving the lives of two survivors.

★ Bernhart Dibbern, CMM, USN, Wood River, Neb.: During the first three patrols of a submarine, he was directly responsible for the performance of the engineering plant. His knowledge of the ship and his untiring efforts in training personnel contributed materially to the success of the vessel in destroying Japanese shipping.

★ John A. Sigmon, CGM, USN, Boulder, Colo.: During six war patrols, he constantly supervised the submarine's main battery. His conduct as gun captain contributed largely to the sinking of a sizable freighter, and his courage and leadership were an example to the ship's company.

★ Lionel F. Pelletier, ARM1c, USN, Fall River, Mass.: Serving aboard a patrol bomber which crashed in the North Atlantic on 11 July 1943 while attempting to rescue the crew of an RAF Fortress, he assisted the members of his crew in launching two small rubber boats. Drifting for six days without water, flares or provisions, he ministered tirelessly to his comrades as they died one by one from exposure, sickness and immersion in salt water until he was rescued.

★ Ed King, StM2c, USN, Atlanta, Ga.: Hearing a cry for help and seeing one of his shipmates struggling in the swift current about 40 yards off Majuro Atoll, he and two other men swam out toward the drowning seaman but were unable to get a secure hold on him. He tried desperately to save his companion but became exhausted and was finally picked up by a harbor patrol.

★ Robert H. Gross, Cox., USCG, Glendale, Calif.; George W. Prichard, Cox., USCG, Loup City, Neb., and Russell M. Speck, Cox., USCG, South Gate, Calif.: As coxswains of power boats during the rescue of personnel from a stranded U. S. warship, they skillfully maneuvered their boats into extremely perilous positions, many times narrowly escaping certain destruction. Each personally rescued approximately 15 of his shipmates.

★ Hugh J. Hounshell, EM3c, USNR, Flat Rock, Mich.: While ferrying a liberty party from the USS *YMS 287* through the surf at Ellice Island on 6 January 1944, a boat overturned and one crew member was being carried out by the backwash into shark - infested waters. Hounshell fought his way to the man's side and reached him just as his head disappeared for the fourth time. He then supported the drowning man until a life raft picked them up.



H. J. Hounshell

★ John S. Vandeleur Jr., SM3c, USCG, Portland, Oreg.: During the rescue of personnel from a stranded U.S. warship, he refused safety in another boat and remained aboard his rapidly sinking boat to assist a helpless survivor. At great risk of his life, he supported the man until the latter was rescued.

★ Norbert A. Kohlbeck, Cox., USNR, Manitowoc, Wis.: As a member of the Armed Guard aboard the SS *Maiden Creek* when it was sunk on 17 March 1944, he sighted an unconscious merchant seaman who had been blown from the ship by the torpedo explosion. Although dazed and suffering from severe shock, he swam 50 feet to rescue the man and after placing him on a life raft, guided the raft to a rescue vessel.

★ Raymond C. Paternoster, S1c, USN, South Bound Brook, N.J. (posthumously): While being transferred in a rubber boat from an accompanying vessel to his own ship, he saw that his small craft would be crushed as strong winds drove the two ships together. He immediately hoisted a comrade to a rope overhead, lifting him clear of the main point of impact before he himself was fatally injured.



Official U. S. Navy photograph

SUB HERO DECORATED: Admiral Chester W. Nimitz, USN, pins the Silver Star Medal on Max J. Martell, GM1c, USN, of Ukiah, Calif., for gallantry in action while on raids against Japanese shipping.

BRONZE STAR MEDAL

★ Capt. William N. Thornton, USN, Atlanta, Ga.: As material officer of the 4th Fleet from 23 January 1943 to 30 May 1944, he overcame the disadvantages of limited facilities and logistic support so that forces under his cognizance were in a high state of readiness at all times.

★ Capt. Charles R. Will, USN, Norristown, Pa.: As assistant chief of staff for the South Atlantic Forces, he organized the operations section and coordinated air and surface units in the South Atlantic Area so effectively that enemy submarine and blockade running activities were minimized.

★ Lieut. Jonathan S. Raymond Jr., USNR, Pittsburgh, Pa. (missing in action): As boat captain and section leader of a PT squadron in the Solomons on the night of 26 February 1944, he intercepted 12 Japanese landing barges transporting supplies along the coast of an enemy-held island. He braved intense fire to engage the enemy in a bitter eight-hour battle, and contributed materially to the sinking of four barges and the damaging of eight others.

★ Lieut. John N. Renfro, USN, Cleveland, Ohio; Lt. (jg) August J. Dereume, USNR, Punxsutawney, Pa., and Frank R. Sancho, Cox., USN, Detroit, Mich.: Serving in a destroyer which was bombarding Japanese shore installations in the Buka and Shortland areas, they assisted in repelling an attack by enemy dive and torpedo bombers and in obtaining hits on an enemy vessel. Their ship was a unit in a task force that destroyed an enemy cruiser and four destroyers. Their courage in performing their duties under adverse conditions was an inspiration to all.

★ Lt. (jg) Leon R. Demontier, USNR, Jackson Heights, N. Y.: As first lieutenant and damage control officer aboard the USS *Susan B. Anthony* when it was sinking in the Bay of Seine, he directed the efforts of repair and salvage parties in attempting to stop flooding. He entered darkened and ruptured compartments to inspect damage and spared no effort to save the ship.

★ Lt. (jg) Harold J. Leyrer, USNR, Compton, Calif.: As officer-in-charge of repair and maintenance of special equipment of a motor torpedo boat squadron in the Solomons from 1 September 1943 to 1 March 1944, he maintained the special equipment of all boats in readiness at all times, despite the lack of adequate supplies and limited repair facilities. He participated in numerous patrols and combat missions to perform experiments and study the defects of the new type installations.

★ Lieut. (then Ens.) John J. O'Connell, USNR, Indianapolis, Ind.: Attached to a communications unit at an advanced base in the Solomons on 12 September 1942 when the base radio station was wrecked by a direct bomb hit, he directed a repair party which reestablished service on a temporary basis within 18 minutes. On the same

BRONZE STAR MEDAL cont.

day he continued to perform his duties while enemy naval units standing off shore bombarded the entire area. (This citation was erroneously credited to Ens. James J. O'Connell, New Brunswick, N. J., in the August 1944 INFORMATION BULLETIN.)

★ Lt. (jg) David M. Payne, USNR, New York, N.Y.: As boat captain and section leader of a motor torpedo boat squadron operating in the Solomons area, he led his section in numerous attacks against Japanese barges and surface units. On the night of 1-2 August 1943, his boat was part of a group of 15 which attacked five destroyers. On another occasion he went to the assistance of and rescued the crew of another PT-boat which had been severely damaged. He was severely wounded 22 August while leading a daylight raid into a Japanese barge hideout and repair station.

★ Lt. (jg) Melvin A. Schadewald, USNR, Folly Beach, S. C.: As commanding officer of the Armed Guard aboard the ss *Maiden Creek* when it was hit in the Mediterranean on 17 March 1944, he removed three seriously injured crew members to an escorting destroyer and remained in the vicinity of the sinking ship. Later he returned to the ship to attempt salvage operations. Although he could not swim, he gave his life jacket to an injured crew member and assisted him over the side. He finally abandoned ship with a companion who kept him afloat until both were rescued.

★ Ens. William H. Kent, USNR, Fort Valley, Ga. (posthumously): As commanding officer of a PT-boat in the Solomons from 5 to 30 March 1944, he participated in numerous day and night patrols and constantly intercepted Jap barges attempting to reinforce their troops in the Empress Augusta Bay area. On three occasions he attacked and destroyed loaded barges before they reached their objective. When his ship was hit and set afire he remained aboard despite severe burns and aided his crew in abandon-ship operations.



Official U. S. Coast Guard photograph

HERO OF TRAIN WRECK: Rear Admiral Philip B. Eaton, USCG, of Washington, D. C., has been awarded the Navy and Marine Corps Medal for heroic conduct after a train wreck near Dickerson, Md., on 24 September 1942. He risked his life in crawling beneath the wreckage to carry a number of persons to safety.



Official U. S. Navy photograph

LANSDALE CREWMAN CITED: Sam Varlas, GM3c, USNR, of Moundsville, W. Va., recently received the Navy and Marine Corps Medal at a ceremony in the Navy Department for heroism at the time of the sinking of the USS Lansdale off the coast of Algeria on 20 April 1944.

★ Ens. Nixon Lee Jr., USNR, Forest Hills, N. Y. (missing in action): As commanding officer of a PT-boat off Bougainville Island on the night of 25 February 1944, he daringly engaged a convoy of 12 Japanese barges transporting supplies along the enemy-held coast. For eight hours he continued to attack the convoy, damaging eight and destroying four barges. When his boat struck a coral reef 200 yards from a coastal gun position he calmly directed salvage operations until a direct hit demolished his boat.

★ Ens. Washington J. D. Rabon, USN, Blakely, Ga.: In charge of torpedoes and torpedo equipment aboard a submarine during his first four war patrols, he carried out his highly important duties with skill, initiative and courage despite repeated enemy attacks. He contributed in large measure to the sinking of many Japanese ships.

★ Ens. William D. Schaffner, USNR, Harrisburg, Pa.: Commanding a PT-boat in the Solomons from 1 to 30 March 1944, he participated in many day and night patrols. On two occasions he was largely responsible for the destruction of loaded enemy barges. When his boat was hit by enemy shell fire and burst into flames, he suffered severe burns. Despite these he assured himself of the safety of other crew members before abandoning the vessel.

★ Albert A. Boehme, CMoMM, USN, Bremerton, Wash.; Oscar Helms, CMoMM, USN, New London, Conn., and James W. Holt Jr., CEM, USN, Adairsville, Ga.: As crew members of a submarine during her first four war patrols in enemy waters, they carried out their highly important duties with skill, initiative and courage despite repeated enemy attacks. They contributed in large measure to the sinking of many Japanese ships.

★ Dawson A. E. Gentry, CEM, USNR, Sherman, Tex.: When his destroyer was straddled by near bomb hits off Bougainville on 3 December 1943, resulting in the loss of all light and power, he went below to the forward engine room and, working in total darkness and stifling heat, restored light and power to the ship. Later he located short circuits in several auxiliary units and effected repairs.

★ Dalton C. Keeter, CMoMM, USN, Vickery, Tex. (missing in action): In charge of the main propulsion plant of a submarine, he worked skillfully and tirelessly to keep his machinery in the highest state of efficiency, thereby assisting in the sinking and damaging of an important amount of enemy shipping.

★ James E. Carter, RM1c, USN, Monroe, La. (missing in action): As radioman and sound operator aboard a submarine, he maintained the vessel's equipment in a perpetual state of readiness. By furnishing vital and accurate sound data to his CO, he contributed materially to the sinking of considerable Japanese shipping.

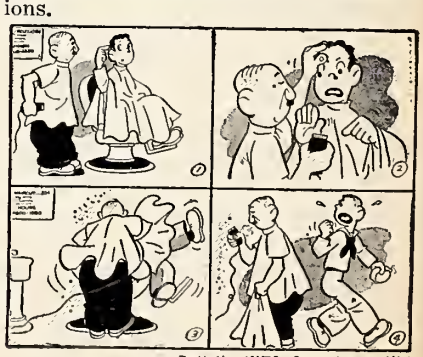
★ Arthur D'Amico, WT1c, USN, Watertown, Mass.: When the USS *Lansdale* was fatally damaged by a direct hit from an enemy plane, he kept his men at their station in the after fireroom and kept the fireroom in operation until water started coming down the escape hatch from the boat deck. His decisive and courageous action undoubtedly saved the ship from additional hits and probably contributed to the saving of life.



Arthur D'Amico

★ George R. Clarkson, FCS2c, USN, Barstow, Calif.: His loyalty and devotion to duty in maintaining the torpedo fire control equipment of a submarine in a perpetual state of readiness, his excellent judgment and his leadership of fire control personnel were materially responsible for the sinking of many thousand tons of enemy shipping.

★ Lester K. Gilmer, BM2c, USNR, Evanston, Ill.: When the USS *Susan B. Anthony* was sunk, he aided materially in the orderly debarkation of troops and crew and launched two sets of rafts without assistance. When the lines of his raft became fouled, he cleared the raft through superior seamanship and physical effort, saving the lives of himself and his companions.



Bulletin (NTC, Great Lakes, Ill.)



RECEIVES BRONZE STAR: Under Secretary of the Navy Ralph A. Bard congratulates Capt. Timothy J. O'Brien, USN, of Springfield, Mass., following presentation of the Bronze Star Medal to him as Commander, Escort and Minecraft Squadrons, Service Force, 7th Fleet, and training officer on the staff of Commander 7th Fleet, for his brilliant leadership, organizing ability and energy in administering and training for war operations the squadrons under his command.



Gold Star in Lieu of Third
AIR MEDAL

★ Ens. Donald G. Hardin, USNR, Inglewood, Calif. (missing in action): As navigator of a PB4Y during a tree-top level bombing and strafing attack on Jaluit Atoll on 12 December 1943, he helped destroy hostile installations and inflict casualties on enemy personnel. In addition, he skillfully photographed the action. When his pilot was severely wounded, he went through intense Jap crossfire to drop the last bomb directly on a large underground oil storage, and brought the plane back to base for a safe night landing.



Gold Star in Lieu of Second
AIR MEDAL

★ Lt. (jg) Thomas J. Cunningham, USNR, Selma, Calif. (missing in action): Piloting a medium bomber in the Central Pacific Area from 9 July to 23 December 1943, he took part in many combat patrols, searches, bombing and mine-laying missions. His airmanship and fighting spirit were contributing factors in the success of our forces in driving the Japanese from this vital area.

★ Lt. (jg) Larry H. Englade, USNR, Lions, La. (missing in action): Flying as escort for a striking force over the Rabaul area on 12 February 1944, he boldly intercepted a strong enemy fighter formation attempting to attack our bombers and caused a Zero to crash into the water. On a combat patrol on 29 February he destroyed an enemy barge loaded with troops and supplies, and aided in the burning of a small Jap cargo vessel.

★ Ens. Donald G. Hardin, USNR, Inglewood, Calif. (missing in action): As navigator of a PB4Y during a 2,000-mile search and reconnaissance mission in the Marshall and Gilbert Islands on 8 December 1943, he materially aided in the sinking of an enemy boat, the probable sinking of one cargo vessel, damaging of two other ships, and the destruction of shore installations. He accurately photographed the attack and brought the craft back to a safe landing on its home base.

★ James H. Finch, ARM1c, USNR, Leesburg, Fla. (missing in action): As radioman of a torpedo bomber in action against a U-boat, he kept all equipment operating in the face of accurate antiaircraft fire and aided his pilot in pressing home a bombing attack which completely destroyed the sub.



AIR MEDAL

★ Lt. Comdr. John L. Phillips Jr., USN, Linden, Va. (missing in action): Piloting a plane on a photographic mission over the southern islands of Japanese-held Kwajalein Atoll, he flew his plane at dangerously low altitudes to obtain photographs of proposed landing beaches. His daring and airmanship in the face of grave peril contributed to our capture of this area.

★ Lieut. William F. Krantz, USNR, Minneapolis, Minn.: Piloting a torpedo bomber in an attack on Jap shipping at Rabaul on 11 November 1943, he pressed home his attack at close range against a heavy warship, despite extensive damage to his engine. He finally brought his plane to a safe landing on the water without injury to himself or his crew.

★ Lieut. Harry B. Lawrence, USNR, Pensacola, Fla.: Piloting a patrol plane during attacks on a U-boat in the Caribbean area, he launched a determined attack in the face of heavy antiaircraft fire. Losing contact in the darkness, he reestablished contact after a two-hour search and again attacked, probably scoring hits.

★ Lieut. Lloyd E. Parker, USN, Salem, Ind. (missing): As pilot of a PV-1 plane in the Pacific area, he often flew beyond the normal limits of his patrol to carry out special low-level reconnaissance of enemy islands. His expert airmanship and fighting spirit were of invaluable assistance to his squadron in successfully completing numerous vital missions.

★ Lieut. William Shevlin, USNR, Locust Valley, N.Y.; Kurtz A. Mattingly, ACMM, USNR, Fairmont, W. Va.; Louis M. Neale Jr., ACRM, USN, Walterboro, S.C., and John Vasu, ACMM, USN, Avon Lake, Ohio: As first pilot and crew members of a patrol plane, they rendered invaluable assistance to the pilot in a head-on attack on an enemy U-boat. As a result the submarine was severely damaged and possibly destroyed by depth charges.

★ Lieut. Roy M. Voris, USNR, Santa Cruz, Calif.: Disregarding his personal safety, he took off from the USS *Enterprise* on 25 November 1943 and operated as a night fighter. His cool and efficient performance of duty under extremely difficult conditions and his display of courage were in keeping with the highest traditions of the naval service.

★ Lt. (jg) Stewart E. Doty, USNR, Camarillo, Calif.: While engaged in anti-sub patrol, he sighted a U-boat and immediately launched a vigorous attack. Despite withering blasts of enemy gunfire, he released several accurate depth charges which exploded just off the sub's port quarter, seriously damaging and probably destroying the vessel.

★ Lt. (jg) Charles W. Hagans, USNR, Denison, Tex.: As a fighter pilot escorting a striking force to the Rabaul area on 24 January 1944, he attacked and destroyed a Japanese interceptor which attempted to break through the fighter formation. On 29 January he assisted in repulsing an attack by enemy fighters and severely damaged one plane before his own plane was hit and he was wounded in the left leg. He applied a tourniquet to his leg and brought his damaged plane back to base. From 12 September 1943 to 1 March 1944 he took part in 52 combat missions.

★ Lt. (jg) Alexander J. Kostrzewsky, USNR, Millers Falls, Mass.: Attached to a fighter squadron operating in the Solomons, he escorted a bomber strike against Rabaul on 31 January 1944 and destroyed one enemy plane attempting to intercept the formation. On 5 February he destroyed a second fighter plane over Rabaul, and on 19 February he destroyed a third.



Official U. S. Navy photographs

BRONZE STAR MEDAL was recently presented to Comdr. John A. Tyree Jr., USN, assistant naval aide to the President, for his services as commanding officer of a submarine which made an aggressive night attack on a Jap convoy and damaged three freighters. He previously had received the Navy Cross, a gold star in lieu of a second Navy Cross and the Silver Star Medal for daring exploits in the submarine service during this war. Officers and men serving on the same submarine have received one Navy Cross, five Navy and Marine Corps Medals and six Silver Star Medals.

What Is Your Naval I. Q?

1. The naval base at Pearl Harbor, T. H., is situated on the island of (a) Hawaii, (b) Maui, (c) Oahu?

2. True or false: The Judge Advocate General of the Navy must be an officer of the Navy.

3. Who is specifically required by Navy Regulations to take care that there is no smoking aboard ship in unauthorized places or at unauthorized times?

4. The present USS *Lexington* is the (a) second, (b) third, (c) fifth ship of the U. S. Navy to bear the name of the first Revolutionary War battle?



5. Shown here is the specialty mark for the rating of . . .

6. The expression "freshen the nip," means to (a) shift a rope so as to take the wear in another place, (b) change the set of a sail so as to take full advantage of the wind, (c) add hot coffee to a cup that has become cool?

7. The Chiefs of the Bureaus of Medicine and Surgery and Supplies and Accounts have, respectively, the titles of Surgeon General of the Navy and Paymaster General of the Navy. What is the corresponding title of the Chief of the Bureau of Yards and Docks?

8. Give the type of wingfold used on the following Navy planes: Wildcat, Avenger, Hellcat, Helldiver and Corsair.

9. What are the colors of the ribbon bar representing the Bronze Star Medal?

10. What class of ships are given names of deceased Surgeons General of the Navy?

11. Of the 26 alphabet flags, how many are solid colored?

12. The Territory of Alaska is in which of the following Naval Districts: 13th, 16th, 17th?

13. Convicted by summary court-martial on AOL charges, a sailor was sentenced to two months confinement and to lose $20 per month of his pay for a period of 6 months but the convening authority ruled that he should not serve the confinement. The convening authority had (a) remitted, (b) mitigated or (c) commuted the part of the sentence involving confinement.

14. Give the corresponding full title for the following short titles: (a) CNAIntermTra, (b) ABATU, (c) CASU.

15. One of the U. S. battleships which the Japs "sank" at Pearl Harbor supported the Normandy invasion. Name it.

(*Answers on Page 62*)

EAR-WITNESS REPORTS, PACIFIC

On film, wire and discs, Marine combat radio correspondents have been recording the Pacific war since January 1943.

First recording of battle action to be used on an American network (MBS) was the description of the Bougainville landing made on a wire recorder by Marine Sgt. Roy Maypole.

First recording to be used on a commercial network program was a pickup of a Japanese night bomber attack on Piva airfield, Bougainville. The platter, made by S/Sgt. Jim Hardin, was aired on "Report to the Nation" over CBS. There was no voice on this platter, however, just the sound of the bomber's engines and the crack of ack-ack.

First recordings of battle action that included the voice of the narrator to be used on a commercial program was on "We the People" in July of 1944. Records were of the landing on Saipan, described by Capt. Larry Hays. Of Hays' and his 15 transcribed hours *Time* says, ". . . his warcasting is the best to date." To T/Sgt. Keene Hepburn, Hays' engineer, goes credit for the technical excellence of the recordings.

Best description of the ship-to-shore movement in a tactical landing, according to network representatives, was the 90-minute recording made by S/Sgt. Alvin M. Josephy Jr. during the assault on Guam. Josephy loaded his equipment into a half truck and waded ashore under heavy enemy fire, talking all the way. Half-hour portions of the recording were used on three national networks.

Recorded programs that have been received range from native song fests to actual pick-ups of tank battles over short wave. Most unusual recording, perhaps, was a description of a dive-bombing attack on a Jap-held bridge on Bougainville. The pilot, Lt. Joseph Butler, USN, described every second of his bombing run over the voice high frequency transmitter in his plane. Sgt. Hardin picked it up on a receiver at Piva airfield.

Short, interesting interviews with marines in the field are now being distributed to local stations throughout the country. The "Joe Blow" recordings are getting an excellent play.

Two-man combat radio teams, equipped with wire, film, and disc recorders are attached to every Marine division and air wing. Their material is currently being sent back to Marine Corps Headquarters for processing and distribution, but when the Navy transmitters are set up at Pearl Harbor and Guam, the hottest combat recordings will be released there.

V-DISC KIT FOR OCTOBER

Following is the list of V-Discs contained in the October kit to be mailed the middle of the month to eligible ships, naval activities outside the continental limits, and convalescent hospitals within the United States. Procedure for obtaining the discs, recorded exclusively for members of the armed forces, may be found in BuPers Circ. Ltr. 154-44 (N.D.B., 31 May 1944, 44-631).



FRANCES LANGFORD *(see below)*

61. SUN VALLEY JUMP; CHATTANOOGA CHOO CHOO—Capt. Glenn Miller; IT HAD TO BE YOU; SPECIAL DELIVERY STOMP—Gramercy Five.
62. INDIAN SUMMER; SOMEBODY LOVES ME—Tommy Dorsey; WHAT A DIFFERENCE A DAY MAKES—Sammy Kaye.
63. THE GREAT LIE—Jimmy Dorsey; FLIP LID—Les Brown.
64. TOCCATA and FUGUE in D MINOR—Stokowski and Philadelphia Orchestra.
65. HOT LIPS; WANG WANG BLUES—Henry Busse; ARTISTRY IN RHYTHM; EAGER BEAVER—Stan Kenton.
66. TRAVELIN' LIGHT—Paul Whiteman; ALL FOR YOU; I CAN'T SEE FOR LOOKIN'—King Cole Trio.
67. I'M IN THE MOOD FOR LOVE—Frances Langford; PENNIES FROM HEAVEN—Bing Crosby; ALL THE THINGS YOU ARE; ALL OF ME—Frank Sinatra.
68. THE FIRST NOEL; IT CAME UPON A MIDNIGHT CLEAR; SILENT NIGHT, HOLY NIGHT—Kostelanetz, Leonard Warren and Lyn Murray Chorus; JINGLE BELLS; WHITE CHRISTMAS; SANTA CLAUS IS COMING TO TOWN; WINTER WONDERLAND—Band of the Training Command of the AAF.
69. PRETTY EYES; LUNCEFORD SPECIAL—Jimmie Lunceford; CIRCUS IN RHYTHM—Count Basie.
70. WHEN OUR HEARTS WERE YOUNG AND GAY; YESTERDAYS—Jo Stafford; WHEN I GROW TOO OLD TO DREAM; WHERE OR WHEN—Dick Haymes.
71. STRIP POLKA; WRECK OF THE OLD 97—Johnny Mercer; SOMEWHERE—Dinah Shore.
72. WHERE THE MOUNTAIN MEETS THE SKY; I'M HEADIN' EAST—Billy Williams; FIRST CLASS PRIVATE MARY BROWN; SALT WATER COWBOY—Barry Wood.
73. COME BACK TO SORRENTO; BISHOP'S BLUES—Woody Herman; UPTOWN EXPRESS—Lee Castle.
74. UPTOWN BLUES; HAUNTED TOWN—Charlie Barnet; TRAUMEREI; WHERE HAS MY LITTLE DOG GONE?—Claude Thornhill.
75. WHITE CHRISTMAS; WHEN YOUR LIPS MET MINE—Charlie Spivak; UNDER A BLANKET OF BLUE—Glen Gray.
76. AN AMERICAN IN PARIS—Warner Bros. Symphony Orchestra; DARK EYES—Van Cleve.
77. LA CUMPARSITA; CHOPSTICKS POLKA—Xavier Cugat; SOLAMENTE UNA VEZ; MORENA LINDA—Chu Chu Martinez.
78. O LITTLE TOWN OF BETHLEHEM; DECK THE HALLS; GOD REST YE MERRY GENTLEMEN—Dick Haymes and Travis Johnson Singers; HARK THE HERALD ANGELS SING—Ben Yost Choir and Dick Liebert; OH COME ALL YE FAITHFUL—Eilleen Farrell, Jan Pierce and Band of Training Command, AAF.
79. MEMPHIS BLUES; ON THE ALAMO—Harry James; SUPERMAN — Benny Goodman.
80. SO BEATS MY HEART FOR YOU—Paul Weston; I'VE GOT YOU UNDER MY SKIN—Gordon Jenkins; ROBIN HOOD—Louis Prima.

LETTERS
TO THE EDITOR

(Continued from page 36)

through the Selective Service System and inducted into the Navy as USN(I) are part of the regular Navy. As USN(I), you would not have signed a contract for six years or have any "term of enlistment" since you did not enlist. As a USN(I), when the war or emergency is declared over, you will be subject to the Selective Service Act which provides that men in your status, that of inductee without enlistment, shall be transferred to a reserve component (on inactive duty subject to recall in case of emergency) of the land or naval forces of the United States, to remain a member of such force until you reach the age of 45 or until the expiration of 10 years from the date of your transfer.—ED.

RULINGS ON G.I. BILL

SIR: I enlisted in the Seabees last year when I was 27 years old. For the past few years I've been taking college courses at night. After Pearl Harbor I went to work in a shipyard and found it impossible to continue my education. Since I've been in the Navy, I've registered for correspondence courses given by the University of Iowa. I still lack about four semesters of college credits. Would I be able to continue my education under the G. I. Bill of Rights after I leave the service?—C.N., M2c, USNR.

• *While the* INFORMATION BULLETIN *will continue to publish all information available on the "G. I. Bill of Rights" and related subjects, it cannot undertake to provide specific rulings. The Veterans' Administration has the responsibility of administering the Servicemen's Readjustment Act of 1944 (G.I. Bill of Rights), and an opinion on any borderline case (such as the above) may be obtained by submitting all specific facts of each case direct to the Veterans' Administration, Washington 25, D. C. No case can be finally processed by the Administration, however, until an eligible person has been discharged or released from the service.*—ED.

MARINE BATTLE RECORDINGS

SIR: The article on "Battle Recordings" in your September issue noted that "Wire recordings made by the Marine Corps have provided the only ear-witness reports of the actual fighting recorded so far in the Pacific theater."

It is true that Marine combat radio correspondents have done the only Pacific battle broadcasts, but it has been a rather worthwhile effort. They have used disc and film, as well as wire, to bring the war with Japan to the public. I think some facts concerning their activities, as described in the enclosed statement, might well be presented.—ROBERT L. DENIG, Brig. Gen. USMC, Director, Division of Public Relations.

• *Gen. Denig's statement will be found on p. 60.*—ED.

SALE OF SMALL CRAFT

SIR: Is there any information available regarding the sale of naval small craft? We are interested in obtaining an SC boat or minesweeper.—R. L. B., CCM.

• *The sale of small craft up to 1,000 gross tons is handled by the Division for Small Vessel Disposal, War Shipping Administration, Washington, D. C. Vessels which were requisitioned or purchased must be offered first to former owners for repurchase when no longer needed in the war effort. If they do not want the craft, then they may be offered to the public. Present law requires that such small craft be sold under sealed bids. Prospective purchasers who have had their names included on the mailing list as interested in obtaining specific types of small craft are notified whenever suitable boats are available for sale to the public, including date specified for the submission of offers.*—ED.

DISRATING

SIR: According to Alnav 110-44, all petty officer advancements, effective 1 July 1944, are on a temporary basis. (1) If a man holding the rate of SK2c before 1 July 1944 is disrated by a sentence of court-martial or CO's mast, what is his new rate—SK3c(T) or SK3c? (2) If rated at a subsequent date, what will his rate be?—D.E.K., Y1c, USNR.

• *(1) SK3c. (2) In case of re-advancement, the rating would become SK2c(T).*—ED.

TEMPORARY CPOs

SIR: Will enlisted men holding temporary ratings in pay grade 1, under Alnav 110-44, be paid off in the status of pay grade 1 or 1-A upon their severance from the service under honorable conditions?—T.L.D., CRM(AA).

• *Discharges and releases from active duty will be effected in the rating held at time of discharge or release, whether temporary or permanent (Alnav 110-44).*—ED.

PROVIDING EYE CARE

SIR: Does the Navy provide examinations, prescriptions and glasses for men with defective vision, or is this up to the individual, at his own expense?—D. H. B., S1c.

• *Eye examinations and prescriptions for glasses are made and written by Navy medical officers. Certain naval medical activities outside the continental U. S. have optical repair units aboard at which personnel, without charge, may have broken lenses and damaged frames repaired. At advance bases and afloat these units also manufacture glasses from original prescriptions, without charge. With these exceptions, however, glasses and repairs must be obtained by the individual from outside sources at his own expense.*—ED.

TANGLED KNOT

SIR: With reference to the INFORMATION BULLETIN for August 1944, page 62, since when has a double carrick bend been a victory knot? (See Bluejackets' Manual, 1927 edition, page 159).—C. V. S. K., Capt., USN.

SIR: . . . The knot is designated as a double carrick bend on page 339 of the 1943 edition of Bluejackets' Manual.—W. A. S., Comdr., USNR.

• *Double carrick bend it was in 1927 and again in 1943—but in the 1938 edition of the Bluejackets' Manual it was called the victory knot, and so remained through the 1940 edition, against which the* BULLETIN *checked its answer. Further checking indicates that the 1944 edition also has it as double carrick bend.*—ED.

CLASS A SCHOOLS

SIR: I enlisted in the Naval Reserve in July 1943, never went through boot camp, and want to strike for AMM. However, because of lack of boot training, I had no chance to go to AMM school. I've had a couple of months' training in propeller work, but since our outfit ealls for no AMMs, it has been useless to strike for it. Is there any way for me to be assigned to an AMM school?—C.L., S1c.

• *No. Class A School quotas are filled only with recruits selected upon graduation from recruit training.*—ED.

SIR: There are a number of electrician's mates in the ship repair unit here, including myself, who would like to attend one of the excellent Navy schools. Thus far, the only school to which we have been assigned is a 12-day gyro compass maintenance course. How may S.R.U. men with three years or more of college engineering be assigned to Class A schools, such as the electrician's school, radar school or the three-month gyro compass course?—J.H.W., EM2c.

• *See above letter—but, incidentally, men of your qualifications were enlisted especially as EMs due to previous experience and are needed in your present duties.*—ED.

NO WAIVERS FOR V-7

SIR: May a Special Assignment with 5/20 and 6/20 vision correctible to 20/20 apply for V-7 in the supply corps? Are waivers considered?—R.G.R., Y3c, USN-(I).

• *Under the provisions of BuPers Circ. Ltr. 143-44 (N.D.B. 15 May 1944, 44-578) all candidates for the V-7 program must meet general service physical requirements, and no waivers are considered.*—ED.

SSM(L) RATING

SIR: (1) Will the new rating of SSM (L) be permanent after the war? (2) If so, would it be possible to change over to this rate from CSK(PA), since I was in charge of the laundry for two years aboard a heavy cruiser, and this notation is in my record.—S.B., CSK(PA), USN.

• *(1) While all ratings are subject to change, SSM(L) was established in the same category as other general-service ratings. (2) Yes, subject to the provisions of BuPers Circ. Ltr. 231-44 (N.D.B., 31 Aug. 1944, 44-996).*—ED.

CERTIFICATE OF SATISFACTORY SERVICE

SIR: In the letters column, INFORMATION BULLETIN, September 1944, p. 60, you say, "Reservists released to inactive duty receive release orders which do not constitute a discharge certificate. They are not entitled, under present instructions, to receive the Honorable Service Lapel Button until discharge has been effected . . ." Is anything else done to give such reservists the benefits of something similar to the certificate of honorable discharge or discharge under honorable conditions?—A.A., CPO, USNR.

• *Yes, the certificate of satisfactory service, as authorized by BuPers Circ. Ltr. 59-43(N.D.B., cum. ed, 43-927, p. 711-712) for officers and enlisted men, will serve their purposes permanently or until such time as they may be discharged honorably or under honorable conditions.*—ED.

HOME DISTRICT DUTY

SIR: I am a Fleet Reservist (F4D), classified as mobilization ashore due to physical disability, serving at present outside my home naval district. (1) May I request transfer to my home district for duty? (2) Must I travel at my own expense in event of such a transfer?—F.C.D., CMM.

• *(1) Yes, by letter to BuPers via official channels. Where practicable, retired enlisted men or Fleet Reservists are retained for duty in home naval districts when ordered to active duty. If no vacancies exist, they are considered available for duty wherever their services may be required. 2. Yes.*—ED.

AVIATION TECHNICAL OBSERVER

SIR: (1) An aviation technical observer is under orders to duty involving flying, maintains a flight log, draws flight clothing as needed, yet receives flat additional pay of $60 a month, regardless of rank, while a flight surgeon is under orders to duties involving flying, but draws 50% additional base pay. Why is this so? According to BuPers Circ. Ltr. 102-42 (N.D.B., eum, ed.,

Coin and Card Trick

Lay the ace, deuce, trey, four, five, six and seven of a card suit side by side so that the numbers, from left to right, are one through seven. Place a penny each on the ace, deuce and



trey; a nickel each on the five, six and seven. Without moving the cards and by moving a coin to a coinless card, or by jumping an adjacent coin over only one coin onto a vacant card, make the pennies end up on the five, six and seven and the nickels on the ace, deuce and trey. Pennies may be moved only to the right, nickels only to the left. (*For solution see page 62.*)

42-333, p. 638), it would seem that a technical observer falls under the legal definition of an aircraft observer and thus is entitled to the 50% extra base pay for flight duty.

(2) With regard to the "Naval Aviation Observer," how can an officer apply for the course leading to this designation, and what are the requirements?—W.F.W., Lt., USNR.

• *(1) An aviation technical observer is considered strictly a technician who has never completed any course of training designating him as a flying officer or a combat aircrewman, or if a medical officer, a course leading to designation as flight surgeon. The flat $720 a year pay for aviation technical observers is fixed by Federal law.*

(2) The designation Naval Aviation Observer was established during the World War to allow selected senior officer graduates of the Naval Academy to take a naval aviation course at Pensacola and thus qualify for command of carriers and other aviation units. Since enough flight officers are available for aviation commands, Naval Aviation Observers are not being trained or designated as such at the present time. None have been designated during the present war, and requests are not being accepted for this training.—ED.

'WAVE' COVER PICTURE

SIR: The cover picture entitled "Wave at Work" on the August 1944 issue was erroneously credited to Naval Air Station, Lakehurst, N. J. To set the record straight: the picture was taken at the Naval Air Station, Floyd Bennett Field, Brooklyn, N.Y.—N. W. W. Jr., Capt. USN (Ret).

• *You are correct. The credit to NAS, Lakehurst, was in error.*—ED.

FRENCH FOURRAGERE

SIR: Are members of the U. S. Coast Guard allowed to wear the French Fourragere under the conditions explained in BuPers Circular Letter, 199-44 (N.D.B., 15 July 1944)?—R.W.B., CMM, USCG.

• *Yes. See also* INFORMATION BULLETIN, *Aug. 1944, p. 71.*—ED.

LONGEVITY PAY FOR BCD

SIR: If a man gets a BCD and later is allowed to return to the service, may he draw longevity pay for his previous service ending in a BCD?—J.E.Y., S1c, USN.

• *Yes, except for any time lost in prior enlistment by being AOL, AWOL or under other such circumstances as specified in Art. 2143-2, BuS&A Manual.*—ED.

AIRCREW INSIGNIA

SIR: Prior to my transfer to V-12, I was officially designated as a CAC radioman. Upon receiving my commission, will I be entitled to wear the wings on my uniform although I am no longer serving with a squadron?—D.G.K., AS, USNR.

• *Yes, if permanently earned and conferred, according to BuPers Circ. Ltr. 174-44(N.D.B., 30 June 1944, 44-747).*—ED.

Answers to Quiz on Page 60

1. (c).
2. False: he may be an officer of the Marine Corps.
3. The Master at Arms.
4. (c). (The first *Lexington* was a brig, the second a sloop-of-war, the third a sidewheel ironclad steamer, the fourth the aircraft carrier which was lost in the Battle of the Coral Sea.)
5. Special artificer.
6. (a).
7. Chief of Civil Engineers of the Navy.
8. Wildcat Avenger and Hellcat have alongside folding; Helldiver and Corsair have overhead folding.
9. Old Glory red, royal blue and white.
10. Transports fitted for evacuation of wounded (APH).
11. Two only. B (Baker) is red and Q (Queen) is yellow.
12. 17th.
13. (a).
14. (a) Chief of Naval Air Intermediate Training, (b) Advance Base Aviation Training Unit, (c) Carrier Aircraft Service Unit.
15. USS *Nevada*.

Limited space makes it impossible to print more than a small proportion of the letters received each month. Only those of widest interest, for which the answers are not readily available at ships and stations, can be selected. If your letter does not appear, it is suggested that you check back through recent issues of the INFORMATION BULLETIN, since many letters must be eliminated because they have been answered by previous material in the Letters column or elsewhere.

REENLISTMENT

SIR: (1) I was commissioned two months before my enlistment expired. When I revert to my rate, do I complete my enlistment or do I reenlist? (2) Because my service was broken, I reenlisted with the understanding that I could transfer to the Fleet Reserve upon completing 20 years' total service. Is this correct? If so, please quote the reference. J.B., Ens., USN.

• *(1) Regardless of how much of your enlisted period was served as an officer, you would reenlist only if the expiration date of your enlistment had passed. Otherwise, you would complete your enlistment by serving until the expiration date. (2) Yes. Naval Reserve Act of 1938. All active naval service counts toward time required for transfer to the Fleet Reserve, but you may not be transferred to the FR while serving as a temporary officer.*—ED.

SURVIVOR'S REASSIGNMENT

SIR: A ship on which I previously served was sunk. May I be reassigned to a new ship bearing the same name?—J.E.Y., S1c, USN.

• *There is no privilege of reassignment in such a case. You could write BuPers, via official channels, requesting duty on the new ship of the same name if it were already in commission, and the request would receive due consideration. If the ship were under construction, the request should be addressed via official channels to the personnel officer of the Atlantic or Pacific Fleet Subordinate Command.*—ED.

WANTS SEABEE DUTY

SIR: I enlisted in the Seabees in 1942 and in May, 1944, I was put in general-service. My rating is MM2c (bulldozer operator). Is there any way I can get back into the Seabees?—H.D.C., MM2c.

• *Transfers from general-service to Seabees are not being authorized at the present time.*—ED.

CHIEF WARRANT INSIGNIA

SIR: Requcst information on the insignia a Chief Warrant wears on his overseas cap. Is it the commissioned officer's insignia on the left side and the corps device on the right?—O.A.P.; Chf. Radio Elec.

• *Correct.*—ED.

PAYMENT TO NEXT OF KIN

SIR: A man's next of kin is entered on page 2 of his service record. The beneficiary is asked for on pages 7 and 8 of the beneficiary slip. In the event of the death of the man, would the six months' pay be given to the next of kin listed on page 2, if pages 7 and 8 indicated no beneficiary, or would no payment be made?—J. H. K., Y2c.

• *Payment of six months death gratuity may be made in cases of naval personnel who die while on active duty and not as a result of their own misconduct, even though no beneficiary is designated. If the deceased is survived by a widow, payment is made to her. If he is not survived by a widow, but by a child or children, payment is made to the surviving child or children. However, if he is survived by neither a widow nor a child and fails to designate a beneficiary, payment may be made to a dependent grandchild, parent, brother or sister, or grandparent. A claim filed by one or more of these dependent relatives must be accompanied by satisfactory evidence of dependency.*—ED.

NEPTUNE CERTIFICATES

SIR: Are Neptune Certificates authorized for aircraft squadrons crossing the Equator?—R.L.W., Y1c, USNR.

• *Yes.*—ED.

SIR: Not so long ago a group of us crossed the Equator aboard a ship to which we were not assigned. We were fully initiated, but did not receive a diploma stating that we were shellbacks. I wrote the leading yeoman aboard the ship, but did not receive an answer. Are we supposed to receive a diploma stating that we are shellbacks?—R.G., S1c.

• *Upon initiation, pollywogs (men who cross the Equator for the first time) become shellbacks, and are entitled to a Neptune certificate, signed by the commanding officer of the vessel on which the ceremony is held. We suggest that you write the CO, via your commanding officer, requesting a certificate. For complete details see October 1943* INFORMATION BULLETIN.—ED.

MACHINE GUNNER

SIR: I am a special artificer, devices (machine gunner). (1) Is it possible to go to sea duty with this rating? (2) In what category does this rating fall—above or below deck?—F.A.B., SAD2c(MG)(T), USNR.

• *(1) Yes, to advance base duty but not aboard ship. (2) Artificer Branch.*—ED.

FORFEITURES FUND ABOLISHED

SIR: Art. 1877, paragraph 2(b), Navy Regs, states that the amount of pay deducted on account of sentences of deck courts or courts-martial will be credited to the Navy Fines and Forfeitures Fund. We are unable to ascertain just when or how this money is used, nor can our disbursing officer enlighten us.—H. McC., Lt., USNR.

• *Public Law 73, 78th Congress, approved 15 June 1943, abolished the fund to which you refer. The law provides that "All pay forfeited by law or by terms of a court-martial sentence shall remain to the credit of the appropriation concerned." The appropriation, in this case, is Pay, Subsistence and Transportation, Navy.*—ED.

SKT RATING BADGE

SIR: Is an SKT authorized to have the "T" placed just below the keys on his rating badge?—J.R.A., SKT1c.

• *No.*—ED.

DeHAVEN SURVIVORS

SIR: My son was lost when the destroyer *DeHaven* went down some time ago.

I would appreciate it very much if you would insert a notice in your magazine to the effect that the writer, who is the mother of Charles Brady, extends an invitation to any of the survivors of the *DeHaven*, who might at any time be in the vicinity of Netcong, N. J., to visit me and be assured of a very pleasant sojourn as my guest.

I am very anxious to meet someone who was shipmates with my son.—MRS. ERNEST BRADY.

CHIEF WARRANT PAY

SIR: Your June issue states that a chief warrant may draw the pay of a warrant officer and the allowances of a chief warrant. Please print the authority for this.—M.C.K., CSC, USNR.

• *Article 2142-1(c) (3) BuS&A Manual.*—ED.

RATINGS OF V-12 MEN

SIR: Is a man who entered V-12 from the fleet with a rating required to take an examination in order to have his rating restored if he goes back to general service?—M.R.D., AS, USN.

• *No.*—ED.

Solution to Trick on Page 61

Moves of the coins: trey to four; five to trey; six to five; four to six; deuce to four; ace to deuce; trey to ace; five to trey; seven to five; six to seven; four to six; deuce to four; trey to deuce; five to trey; four to five.

THE BULLETIN BOARD

POSTING MATTERS OF PARTICULAR INTEREST AND IMPORTANCE TO NAVAL PERSONNEL

No Demobilization Until Jap Defeat

Rules Permit Release Of Unneeded Specialists If Not Fit for New Duty

Although the Navy's personnel program requires continued expansion, with no demobilization until the defeat of Japan, BuPers on 15 September issued instructions revising and clarifying previous provisions governing voluntary severance which will make eligible for release a small number of officers and enlisted personnel who are now engaged in specialized activities which are being closed down or curtailed and who are not qualified physically for other duties nor adaptable to other assignments without considerable training.

In acting on applications, BuPers will use as the test the needs of the service and whether the applicant can be spared. It is clearly not the intention of the Navy to release any officer or man trained and physically qualified for sea duty or any other personnel whose services are essential. Every officer and man who can be effectively used anywhere in the naval establishment will be retained.

The new instructions on enlisted personnel cover the discharge upon their own request of enlisted naval reservists and inductees (USN-I) in the above categories who are 42 years of age and over, and the release to inactive duty of naval fleet reservists and enlisted personnel on the retired list of the same age.

(The policy announced by the Marine Corps in Hdqtrs. Ltr. of Inst. 792, 29 June 1944, provides that the application for discharge will be considered for any enlisted man over 38 who is serving within the continental limits of the United States. The Coast Guard plan covering the release or discharge of certain enlisted personnel is now being formulated.)

Officers covered by the new instructions, if 38 years old or over, may either resign from the naval reserve or request release to inactive duty. Those under 38 who are considered eligible for release will be required to submit their resignation.

"The Navy," both directives pointed out, "is still engaged in carrying out an expansion program and cannot consider favorably wholesale requests for discharge or release to inactive duty. Any conclusion that the Navy's participation in the war is nearly over is not based on fact."

A statement issued last month by Secretary of the Navy James Forrestal emphasized that point. "The defeat of Germany will bring about no demobilization of the Navy," he said. "On the contrary, the Navy is expanding and will continue to expand. The Navy cannot demobilize until Japan is defeated."

Mr. Forrestal's statement was issued following the War Department's announcement of the Army partial demobilization plan (see below), to be effected after the defeat of Germany.

"The collapse of Germany will present the Navy with new tasks," Mr. Forrestal noted. "One of these will be the transporting of men and material, freed from the European theater, into the Pacific in order to deliver heavier blows against Japan. Germany's defeat will result in a redistribution, rather than reduction, of naval strength.

"The Navy has been at work on demobilization methods for the past year and has completed tentative plans to meet any contingency. In developing these plans the Navy has worked in close cooperation with the Army, with the result that present plans agree in principle with those announced by the War Department. Like the Army, the Navy, in establishing priority for severance, intends, when the time comes for demobilization, to give due consideration to the factors of length of service, service outside the continental limits, combat service, and parenthood.

"The Navy will continue to work in closest liaison with the Army in an endeavor to establish, to the fullest extent possible, uniformity in demobilization policies and methods. Furthermore, since demobilization of the Navy must await defeat of Japan, the Navy will have an opportunity to observe in operation the partial demobilization of the Army and will thus be able to profit by the Army's experience.

"A final and precise blueprint is not expected to be drawn until the defeat of Japan is at hand."

(Details regarding the authorized increase in naval strength, announced recently by Mr. Forrestal, may be found in the INFORMATION BULLETIN, Sept. 1944, p. 42.)

Plan for Releasing Certain Specialist Reserve Officers

The policy covering the release of reserve officers whose services are no longer needed to fill the specialist duties for which they were originally enrolled was announced in a letter from SecNav to all ships and stations on 1 Sept. 1944 (N.D.B., 15 Sept. 1944, 44-1031).

As the expanding Navy is still engaged in fighting the war, it is not the intention at this time nor in the immediate future to release officers who are qualified by physical condition and training for sea or combat duty.

The need for the services of the officer will determine the action taken in each individual case, as will the relative contribution to the war effort which will result from the officer being placed on inactive duty or retained in the service.

Officers 38 years and over who are considered eligible for release may request inactive duty, or if they prefer, may submit their resignations. Officers less than 38 who are considered eligible for release will be required to submit their resignations. Officers under 38 whose resignations are accepted are required to report to their draft boards.

Requests for release to inactive duty should be submitted to the Chief of Naval Personnel, or Commandant, Marine Corps or Coast Guard, via official channels. Resignations are to be submitted to SecNav, via official channels, including BuPers, or Commandant, Marine Corps or Coast Guard.

The following information should be included in submitting requests:

Paragraph 1: Whether request is for active duty or acceptance of resignation.

Paragraph 2. (a) Months served on present term of continuous active duty. (b) Months served outside the continental United States. (c) (I) Total number of days leave taken during the present term of continuous active duty as an officer; (II) amount of leave authorized to be taken, not yet taken, and intended to be taken; (III) a statement as to how much of the accumulated leave normally anticipated on separation or release is not desired. (An officer who is separated or released may not receive pay from two government activities simultaneously. An officer on leave is in an active duty status.) (d) List of awards received, including unit citations, decorations, letters of commendation and number of stars authorized on area ribbons.

Paragraph 3: Such reasons for the request an applicant desires to include. (Letters from employers may be appended where appropriate.)

The forwarding endorsement will indicate whether or not the services of each individual can be spared without relief. While release is pending, officers will not be granted leave.

Some Enlisted Personnel To Be Released by Navy

Navy enlisted personnel eligible for release will be returned to civilian life

THE BULLETIN BOARD

under provisions of BuPers Circ. Ltr. 257-44, (N. D. B., 15 Sept. 1944, 44-1064).

The only personnel affected are those who have been engaged in specialized activities which are being closed down or curtailed, and who are not physically qualified for other duties nor adaptable to other assignments without considerable training.

Applications will be considered only from enlisted men who have passed their 42d birthday, and only when the request has been initiated by the individual concerned. The directive covers the discharge of naval reservists and inductees (USN-I), and the release to inactive duty of fleet reservists and enlisted personnel on the retired list.

In deciding upon requests for release, the needs of the service will be considered paramount, and discharge will be for the convenience of the government. Reliefs, if required, will be furnished. Requests will not be considered from individuals awaiting court-martial, undergoing punishment as a result of court-martial, or sick in a hospital.

Applications for discharge or release are to be sent to BuPers, via the commanding officer, who will indicate on the endorsement whether or not the man can be spared without a relief.

The directive is not applicable to men on the active list of the regular Navy who request transfer to the fleet reserve subsequent to receipt of the circular letter.

Army Demobilization Plan After Defeat of Germany

While the Navy has said definitely that there can be no demobilization until the defeat of Japan, the Army's plan of partial demobilization is of general interest since the Navy has announced (*see above*) that when it comes, Navy demobilization will follow in principle the Army's plan.

The War Department plan, made public on 6 Sept. 1944, calls for partial and orderly demobilization of the Army from present peak strength after the defeat of Germany. Army personnel will be selected for release on an individual basis, rather than by units. The following system of credits, the value of which will be announced after cessation of hostilities in Europe, will be used in determining the priority for releasing personnel:

1. Service credit—based on total number of months of Army service since 16 Sept. 1940.

2. Overseas credit—based on number of months served overseas.

3. Combat credit—based on the first and each additional award to the individual of the Medal of Honor, Distinguished Service Cross, Legion of Merit, Silver Star Medal, Distinguished Flying Cross, Soldier's Medal, Bronze Star Medal, Air Medal, Purple Heart and Bronze Service Stars (battle-participation stars).

4. Parenthood credit—for each dependent child under 18 up to a limit of three children.

Men in various theaters of operation will be affected by the plan in this manner:

1. European theater: Soldiers will be transferred to the Pacific, kept in Europe as occupation troops or declared surplus under a priority credit system and sent back to the United States as quickly as possible.

2. Pacific theater: Commanders will be informed as to the number and type of men who can be replaced. Men will be selected under a priority system and returned to the United States as rapidly as replacements of the same type become available and as the military situation permits.

3. Continental United States: Troops in this area will be the main reservoir of replacements for overseas theaters, for, in general, their priority scores will be lower than those of men who have served overseas and have seen combat duty.

Any man with a satisfactory record who may be declared nonessential under the plan, but who wishes to remain in the Army, will not be forced out if he can be usefully employed.

Officers will be released as they can be spared, with military necessity determining which are nonessential.

Members of the WAC will be replaced under the same formula as soldiers, except that those whose husbands already have been released will be discharged upon application.

Many months will be required to return all surplus men from Europe, since ships and planes will be needed to supply the Pacific theater. Release of troops will be slow and small in number at first.

Return to the United States will not mean an automatic release to civilian life. The same system used in determining which men were surplus overseas will be used in deciding which are nonessential to military needs and entitled to release.

These men from overseas, as well as surplus men from the United States, will go to a surplus pool, where it will be determined on the basis of the point system which will be returned to civilian life.



Sky Ranger (NAS, Dallas, Tex.)

"Since you're new at this, Anderson, maybe you'd better just tag along and watch."

Travel Time Not Counted In Overseas Enlisted Leave

Travel time will not be counted in the leave which may be granted to enlisted personnel upon their return from combat or overseas duty, under provisions of BuPers Circ. Ltr. 254-44 (N.D.B., 15 Sept. 1944, 44-1061). Those who have served one year or more outside the continental limits of the U. S. may be granted 30 days leave.

If service outside the continental limits has been less than one year, leave may be granted at the rate of two and one-half days for each month of service or fraction thereof. All such leave is computed exclusive of travel time.

Dates of departure from and return to the continental United States are used for determining the amount of leave to which personnel are entitled.

Regulations Changed on Mileage Allowance for Enlisted Personnel

Instructions contained in Alnav 134-43 regarding payment of an allowance of three cents per mile to enlisted personnel who perform travel under official orders at their own expense have been modified and liberalized in order to permit payment for that portion of the official distance from the old to the new station not covered by transportation requests, or over which TRs or tickets secured on TRs were not used. For details, see SecNav letter to all ships and stations (N.D.B., 15 Sept. 1944, 44-1032).

New Form to Assist Navy Personnel Reemployment

In order to facilitate the return of naval personnel to their former jobs on release from active duty, as provided for by existing laws, former employers are to be notified by the commanding officers whenever service men or women are either discharged from the Navy or returned to inactive duty.

Copies of BuPers Form 143 are now being sent to COs of all naval activities within the continental limits of the United States where separation from the Navy will occur.

The directive provides that former employers will be given only the following information: name, date of birth, date of separation or return to inactive duty, name of naval activity and check-mark indication as to whether individual is being separated from the naval service or returned to inactive duty.

For details see BuPers Circ. Ltr. 262-44 (N.D.B., 15 Sept. 1944. 44-1068).

THE BULLETIN BOARD

Navy Relief Society Aid Defined in Connection with Medical Care for Dependents

There is manifest an increasing belief, especially on the part of newly inducted men and their dependents, that the Navy Relief Society will provide medical care for their dependents without cost to them. The Navy Relief Society earnestly desires to assist naval personnel and their dependents in meeting their emergency needs; but it should not grant loans which cannot possibly be repaid, and it has not the financial ability to advance as a gratuity sufficient funds to provide free medical care for the dependents of even all of the men in the lower pay grades.

The Navy Relief Society is supported by voluntary contributions. IT IS NOT A GOVERNMENT AGENCY; therefore, the assistance given by it is not a benefit or a right and must be limited.

The first purpose of the society is to assist, in time of need, the widows, minor orphans and dependent mothers of deceased men of the Navy and the Marine Corps. It is also its purpose, *in cases of emergent need*, to help active servicemen provide hospital (ward rates), medical and surgical care for their dependents in cases of *other than chronic illness* if,

(a) the serviceman and his family do all that they can to meet their own obligations, and

(b) the resources of the community are utilized as far as possible, without prejudice to the status of the family prior to the man's entry into the service, and

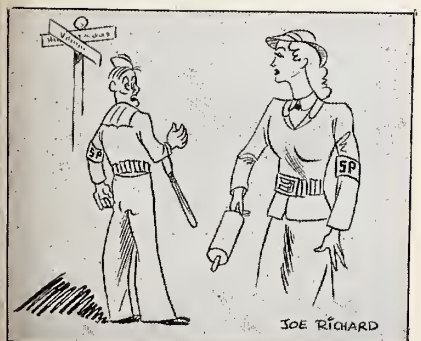
(c) the application for assistance has been approved by the Navy Relief Society before the services are rendered, except in emergency cases, when application must be made within 48 hours to the Navy Relief Society directly, or through its Auxiliaries or through the American Red Cross.

The Navy Relief Society may, after full consideration of the facts of the case, help a serviceman provide hospital, medical and surgical care for his dependents, but it cannot,

(a) accept the obligation to advance as a gratuity (gift), sufficient funds to pay in full normal medical and surgical fees, nor

(b) pay bills for operations or medical care in chronic cases, nor

(c) pay hospital, medical or surgical bills contracted without his knowledge or approval, except under conditions stated in (c) above.



The Chaser (NTC, Miami, Fla.)

Postwar Logistics Training Planned for Officers

A survey to determine the number of naval officers who would be interested in selection for postwar logistics training is now being made on all ships and stations at the request of BuPers. The survey will cover officers of the regular Navy and those of the Naval Reserve who are candidates for the postwar regular Navy.

Logistics, which is the science of supply and support both of material and personnel, is recognized as a specialty of paramount importance. It has been proposed that a limited number of officers be selected for postgraduate training in the technical aspects of logistics. Thereafter, they would be concerned with the planning and administration of logistics ashore and with the operations of logistics systems in the fleet.

Plans for this training are in the preliminary stage and now await the results of the survey in which COs will ascertain the number of officers who are interested. For details, see BuPers Circ. Ltr. 250-44 (N.D.B., 15 Sept. 1944, 44-1058).

General Service Rating of Mailman Established

The general service rating of mailman (MaM) has been established in the special branch by SecNav to replace the specialist (M) rating, in order to give the mailman his own permanent place among Navy ratings and to send him to sea, where necessary.

All specialists (M) are now being changed to mailman ratings of equal pay grades. Non-rated personnel may be advanced to MaM3c to fill vacancies in complement, in accordance with current advancement instructions.

Ratings of general service petty officers designated Navy mail clerks may be changed to MaM ratings of equal pay grade, if they are qualified as such and have served in postal duties so long as not to be well qualified for the duties indicated by present ratings.

Insignia for the MaM rating will be announced later. Meanwhile, men rated MaM will continue to wear the insignia of their previous rating.

For full details, see BuPers Circ. Ltr. 263-44 (N.D.B., 15 Sept. 1944, 44-1069).

Rotation of Overseas Personnel to Become Increasingly Difficult

There is every reason to expect that rotation of naval personnel on sea and foreign service duty will become increasingly difficult to accomplish as the war with Japan becomes more intensified.

BuPers is concerned with the apparent misunderstanding which has arisen among all personnel in connection with the current policy designed, wherever possible, to return personnel to the United States for duty ashore, with new construction, or other reassignment, following 18 months outside the continental limits of the U. S.

The original announcements (BuPers ltrs. Pers-630-Nd P16-3/MM, 4 June 1943, and Pers-315-EH, 14 Oct. 1943) emphasized that the degree to which the policy could be carried out would depend on the overall availability of personnel and transportation and immediate demands for men in forward areas.

Intensification of the war in the Pacific has increased the amount of shipping required for initial movements of men and for support of the forces fighting the battles.

BuPers will continue to rotate overseas personnel wherever possible by ordering additional personnel to administrative commands for assignment, over and above the number required to replace new construction and school quotas, attrition, and other losses. The numbers will vary from month to month.

Rotation of officers on shore duty at outlying stations will continue to be handled through area commanders, while rotation of officers in ships will continue to be handled by BuPers in accordance with current practice, coordinating the needs for new construction with the policy of rotation, insofar as possible.

For details, see BuPers Circ. Ltr. 255-44 (N.D.B., 15 Sept. 1944, 44-1062).

Seabees With Long U. S. Service to Go Overseas

All qualified CB ship's company enlisted personnel who were ordered to active duty before 1 Jan. 1943 and still have not served outside continental U. S. will be transferred to a construction battalion or replacement unit destined for overseas service.

The same procedure applies hereafter to qualified men of the CBs with 18 months' service on continental U. S. since they began active duty or with 18 months' U. S. shore duty since their return from overseas.

Details are in BuPers Ltr. Pers-6303-DW-1 QR9, 11 Aug. 1944, to CB training centers, replacement depots and receiving barracks.

THE BULLETIN BOARD

Revised List of Operations and Engagements For Wearing of Stars on Area Ribbons

A revised list of operations and engagements for which stars may be worn on area service ribbons has been issued by Cominch, bringing certain operations in the Asiatic-Pacific Area through 17 May 1944 and in the European-African-Middle Eastern Area through 25 June 1944.

The latest list (N.D.B., 15 Sept. 1944, 44-1049) includes changes made since the promulgation of General Order No. 207, dated 7 Feb. 1944 (see INFORMATION BULLETIN, March 1944, p. 66).

Honorable service in a ship, aircraft unit or shore-based force at the time it participated in actual combat with the enemy is the primary requirement for the wearing of a star on an area service ribbon. Only one star is awarded for a single operation or engagement.

Following is the complete list:

Asiatic-Pacific Area Service Ribbon

PEARL HARBOR-MIDWAY (formerly named PEARL HARBOR)	7 December 1941
WAKE ISLAND	8-23 December 1941
PHILIPPINE ISLAND OPERATIONS	8 December 1941-6 May 1942
NETHERLANDS EAST INDIES ENGAGEMENTS:	
(Only one star for participation in one or more of the following:)	
Makassar Strait	23-24 January 1942
Bandoeng Strait	19-20 February 1942
Java Sea	27 February 1942
PACIFIC RAIDS—1942	
(Only one star for participation in one or more of the following:)	
Marshall-Gilbert Raids	1 February 1942
Air Action off Bougainville	20 February 1942
Wake Island Raid	24 February 1942
Marcus Island Raid	4 March 1942
Salamaua-Lae Raid	10 March 1942
CORAL SEA	4-8 May 1942
MIDWAY	3-6 June 1942
GUADALCANAL-TULAGI LANDINGS (Including First Savo)	7-9 August 1942
CAPTURE AND DEFENSE OF GUADALCANAL	10 August 1942-8 February 1943
MAKIN RAID	17-18 August 1942
EASTERN SOLOMONS (Stewart Island)	23-25 August 1942
BUIN-FAISI-TONOLAI RAID	5 October 1942
CAPE ESPERANCE (Second Savo)	11-12 October 1942
SANTA CRUZ ISLANDS	26 October 1942
GUADALCANAL (Third Savo)	12-15 November 1942
TASSAFARONGA (Fourth Savo)	30 November-1 December 1942
RENNELL ISLAND	29-30 January 1943
ALEUTIANS OPERATIONS:	
(Only one star for participation in one or more of the following:)	
Komandorski Island	26 March 1943
Attu Occupation	11 May-2 June 1943
NEW GEORGIA GROUP OPERATION:	
(Only one star for participation in one or more of the following:)	
New Georgia—Rendova-Vangunu Occupation	20 June-31 August 1943
Kula Gulf Action	5-6 July 1943
Kolombangara Action	12-13 July 1943
Vella Gulf Action	6-7 August 1943
Vella Lavella Occupation	15 August-16 October 1943
Action off Vella Lavella	6-7 October 1943
PACIFIC RAIDS—1943:	
(Only one star for participation in one or more of the following:)	
Marcus Island Raid	31 August 1943
Tarawa Island Raid	18 September 1943
Wake Island Raid	5-6 October 1943
NEW GUINEA OPERATION	4 September 1943-(date to be announced later)
TREASURY-BOUGAINVILLE OPERATION:	27 October-15 December 1943
(Only one star for participation in one or more of the following:)	
Treasury Island Landing	27 October-6 November 1943
Choiseul Island Diversion	28 October-4 November 1943
Occupation and Defense of Cape Torokina	1 November-15 December 1943
Bombardment of Buka-Bonis	31 October-1 November 1943
Buka-Bonis Strike	1-2 November 1943
Bombardment of Shortland Area	1 November 1943
Battle of Empress Augusta Bay	1-2 November 1943
Rabaul Strike	5 November 1943
Action off Empress Augusta Bay	8-9 November 1943
Rabaul Strike	11 November 1943
Battle off Cape St. George	24-25 November 1943
GILBERT ISLANDS OPERATION	13 November-8 December 1943
MARSHALL ISLANDS OPERATION:	26 November 1943-2 March 1944
(Only one star for participation in one or more of the following:)	
Air attacks designated by CincPac on defended Marshall Islands targets	26 November 1943-2 March 1944
Occupation of Kwajalein and Majuro Atolls	29 January-8 February 1944
Occupation of Eniwetok Atoll	17 February-2 March 1944
Attack on Jaluit Atoll	20 February 1944
BISMARCK ARCHIPELAGO OPERATION	15 December 1943-(date to be announced later)
(Only one star for participation in one or more of the following:)	
Kavieng Strike	25 December 1943
Kavieng Strike	1 January 1944
Kavieng Strike	4 January 1944
Bombardments of Kavieng and Rabaul	18 February 1944
Anti-Shipping Sweeps and Bombardments of Kavieng	21-25 February 1944
Anti-Shipping Sweeps and Bombardments of Rabaul and New Ireland	24 February-1 March 1944
ASIATIC-PACIFIC RAIDS—1944	
(Only one star for participation in one or more of the following:)	
Truk Attack	16-17 February 1944
Marianas Attack	21-22 February 1944
Palau, Yap, Ulithi, Woleai Raid	30 March-1 April 1944
Sabang Raid	19 April 1944
Truk, Satawan, Ponape Raid	29 April-1 May 1944
Soerabaja Raid	17 May 1944
ESCORT, ANTISUBMARINE AND SPECIAL OPERATIONS:	
USS NAVAJO—Salvage Operations	8 August 1942-3 February 1943

European-African-Middle Eastern Area Service Ribbon

NORTH AFRICAN OCCUPATION	
(Only one star for participation in one or more of the following:)	
Algeria-Morocco Landings	8-11 November 1942
Action off Casablanca	8 November 1942
Tunisian Operations	8 November 1942-9 July 1943
SICILIAN OCCUPATION	9-15 July 1943; 28 July-17 August 1943
SALERNO LANDINGS	9-21 September 1943
ANZIO-NETTUNO ADVANCED LANDINGS	22 January-1 March 1944
BOMBARDMENT AND INVASION OF THE FRENCH COAST	6-25 June 1944
ESCORT, ANTISUBMARINE AND SPECIAL OPERATIONS:	
(One star for participation in each of the following:)	
Convoy PQ-17	3-4 July 1942
Task Group 21.16	11 March-31 March 1944
USS MENGES	20 April-3 May 1944
Task Group 26.11	22 April-29 May 1944
Convoy UGS-40	11 May 1944

American Area Service Ribbon

ESCORT, ANTISUBMARINE AND SPECIAL OPERATIONS	
Convoy SC-107	3-8 November 1942

THE BULLETIN BOARD

Change of Address Notices To Expedite Delivery of Personal Mail

So that naval personnel transferred from one ship or station to another may keep families, friends and business correspondents informed at all times of their current mailing address, a new system of "change of address" cards is being inaugurated throughout the service. The new procedure will speed up the delivery of mail, as well as prevent personal mail from going astray due to frequent changes of address. Upon receipt of orders for transfer from your present ship or station, this is how the plan will work for you:

1. One copy of the card—form NavPers 693 (rev. 734)—is to be sent to your *new* ship or station, giving advance notice of your transfer, so that mail which may reach the station before your arrival will be held for you.

2. One copy is to be sent to your nearest of kin, so that this important correspondent will have your latest possible mailing address.

3. One unaddressed copy of card is to be sent to the mail clerk of your *present* ship or station, advising of the anticipated change. The mail clerk will then address and mail the card to the record office of the appropriate fleet post office, via any other activity concerned with your address.

4. Sufficient cards will be provided so that one can be sent to each of your correspondents, from whom letters, packages or publications may be expected.

Cards in sufficient quantities for all hands are now being forwarded to ship and station commanding officers.

For details, see BuPers Circ. Ltr. 234-44 (N.D.B., 31 Aug. 1944, 44-999).

Officers to Report Address Between Duty Stations

All officers receiving change of duty orders, and those awaiting further assignment after reporting to naval districts from duty outside the United States, are required to keep BuPers informed where they can be reached from the time of detachment from present station until arrival at their new station.

The change-of-address form, NavPers 322 (9-43), which is provided with each set of change of duty orders, is filled out by the officer so that BuPers may keep him notified of any change or modification in his orders. Attention is called to this procedure by BuPers Circ. Ltr. 269-44 (N.D.B., 15 Sept. 1944, 44-1075).

This change-of-address form is not to be confused with form NavPers 693 (rev. 734)—see item directly above.



Silver Star Authorized On Submarine Combat Insignia For Each Five Patrols

Up to 36 successful patrols may now be indicated on the submarine combat insignia, under revised regulations.

Wearing of the insignia itself, without stars, indicates one successful combat patrol. A gold star is added in the holes on the scroll for each additional successful patrol up to four patrols.

For five successful patrols the wearer now removes the three gold stars and places a silver star in the center hole. For each additional successful patrol he is authorized to add one gold star, and for each additional five, another silver star.

In order to show more than seven patrols, four additional holes may be drilled, as shown in the above paragraph. As additional stars are added, they will be arranged symmetrically.

Regulations provide for award of the submarine combat insignia to officers and men of the Navy and the Naval Reserve regularly assigned to submarine duty who complete (or who have completed since 7 Dec. 1941) one or more patrols during which the submarine sinks or assists in sinking at least one enemy vessel or accomplishes a combat mission of comparable importance.

Under previous regulations, three gold stars were the maximum worn, with the third representing four or more patrols.

For further details, see BuPers Circ. Ltr. 266-44 (N.D.B., 15 Sept. 1944, 44-1072).



Island Breeze (NAS, Somewhere in the Pacific)

"I'm positive I filed your request for leave in here somewhere."

Officers Sought for Submarine Training

Officer volunteers are sought for submarine training in the class convening about 1 Jan. 1945 at the Submarine School, New London, Conn., and for subsequent classes.

Applications are desired from officers of the U. S. Naval Academy classes of 1942-45, incl., and from Naval Reserve officers not over 28 years of age, of the ranks of lieutenant, lieutenant (jg) and ensign.

Sea service and other requirements of BuPers Manual, Arts. E-1301 and E-1304, have been removed. However, officers with seagoing experience qualified in ship handling and particularly Naval Academy graduates, are especially urged to volunteer.

(For details, see BuPers Circ. Ltr. 244-44, N.D.B., 31 Aug. 1944, 44-1007.)

Submarine Duty Volunteers Requested in Certain Rates

Enlisted men in specified ratings who can meet the mental, physical and psychological requirements for submarine duty may now volunteer for transfer to the Submarine School, New London, Conn., for initial training and further assignment to fleet submarines.

As provided by BuPers Circ. Ltr. 253-44 (N.D.B., 15 Sept. 1944, 44-1060) applications are desired only from enlisted men in the following ratings: TM, TME, QM, SM, FC, FCS, S, EM, RM, RT, MoMM, F, Y, PhM (except PhM3c), SC, Bkr, StM. Machinist's mates are also needed, and requests should state any previous experience with internal-combustion engines, as well as whether men care to have rate changed to motor machinist's mate when qualified. No chief petty officer volunteer in any of these ratings is desired unless he has had previous submarine duty.

Requests for transfers from Seabees are not desired except in cases of men with previous submarine duty or graduates of submarine school in a previous enlistment.

Applications will be considered from all qualifying personnel in any of the listed catagories, other than recruits undergoing training or personnel in class "A" schools. Requests should be sent to BuPers, via commanding officers, and via fleet service force commands or other appropriate commands.

Officers May Wear Civilian Clothes on Terminal Leave

Officers granted terminal leave, pending discharge or return to inactive status, may wear civilian clothes during the leave period, according to BuPers Circ. Ltr. 273-44 (N.D.B., 15 Sept. 1944, 44-1079).

THE BULLETIN BOARD

W-V(S) Officers to Wear Stars on Their Uniforms

Officers of the Women's Reserve who are classified W-V(S) are authorized to wear a blue star above the sleeve braid on their uniforms by BuPers ltr. Pers-34-ECS QR/JJ55, dated 15 Sept. 1944. The ruling affects all Wave officers except those of the staff corps, for whom existing staff insignia has already been authorized.

The star will be embroidered in reserve blue for the navy blue uniforms and in navy blue for the white and grey uniforms. It is to be centered on the sleeve one-fourth inch above the braid with the lower ray pointed downward. The insignia may be worn beginning 15 Oct. 1944. All W-V(S) officers are required to have the star on their uinforms after 15 Nov. 1944.

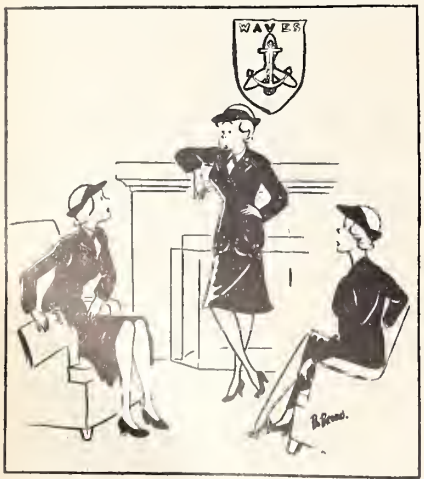
The directive also permits officers to wear metal pin-on collar devices on working smocks. W-V(S) officers wear the rank insignia on both sides of the collar; staff officers wear the corps insignia on the left side of the working smock collar and the rank device on the right side. The insignia is to be centered on the collar one inch from the front edge.

Three Additional Ratings Now Open to WR

Three additional ratings now have been opened to enlisted personnel of the Women's Reserve, in addition to those for which they already have been eligible where qualified. These ratings are Specialist V (transport airman), Ship's Service Man L (laundryman) and Ship's Service Man T (tailor). However, civilians will be utilized to the greatest extent possible in performing the duties of the last two ratings.

Although the rating of Ship's Service Man B (barber) is not included in the list of those open to Women's Reserve personnel, BuPers will consider requests for advancement to that rate from stations in isolated localities where adequate civilian facilities are not available.

Advancement in rating of enlisted Women Reservists is now governed by BuPers letter Pers-67-Bt-QR8/P17 to all activities in continental U. S., dated 7 Aug. 1944, which includes the provisions outlined above, and by BuPers Circ. Ltr. No. 134-44 (N.D.B., 15 May 1944, 44-569) which covers enlisted advancements in general.



Sky Ranger (NAS, Dallas, Tex.)

"Confidentially, what happens around here when you cry?"

Reserve Line Offiers May Transfer to Supply Corps

Reservist line officers interested in applying for transfer to the Supply Corps of the Naval Reserve may do so under BuPers Circ Ltr. 270-44 (N.D.B., 15 Sept. 1944, 44-1076).

Applications of officers between the ages of 28 and 38 with a college degree, or courses in business administration plus practical experience, will be considered. Candidates should have had successful experience in connection with the management of an organization in an executive capacity, including the handling of people and the planning of operations. Officers with backgrounds in one or more of the following are desired: procurement, inventory control, storage or movement of supplies and materials.

In addition, officers are needed in the following specialized activities:

1. Materials handling—officers with at least three years' experience in a responsible supervisory capacity in the handling of large quantities of stock.
2. Material reclamation — officers who have had three to five years in the salvage or reclamation of scrap metals or used materials.
3. Oil terminal supervision—officers who have had at least five years' experience in handling bulk fuel oil, at least two years' experience in a water terminal storage plant in a supervisory capacity, and who have knowledge of loading and unloading of ocean-going tankers of large capacity.
4. Packaging — officers who have had at least three years' experience in field work in at least one of the following container industries: corrugated fibreboard, solid fibreboard, nailed wood, wire bound, cleated plywood, cleated fibreboard, metal containers or crating and waterproofing.

Officers selected for transfer will be ordered to duty as assistants to supply officers at yards and stations within and without the continental limits of the United States. Transfers will be made in the same rank and without loss of precedence.

Applications should be submitted to the Chief of Naval Personnel (Attention Pers-365), via official channels, and should include the applicant's file number and complete statement of qualifications.

Reenlistment Rules Clarified For Navy Regulars in V-12

Regular Navy men whose enlistments expire while undergoing instruction in the V-12 program may, if they so request, be discharged and reenlisted or allowed to extend enlistments as apprentice seamen. They may not, however, for purpose of discharge and reenlistment, revert to the rating held prior to transfer to the program. These provisions are contained in V-12 Bulletin No. 255 (Subject C), 8 Sept. 1944.

In case of reenlistment or extension of enlistment, they would be eligible to draw the reenlistment allowance of an apprentice seaman, but not that of the rating held at the time of entering the V-12 program. They would also be eligible for the travel allowance to place of acceptance of enlistment. Regular Navy men who do not reenlist or extend their enlistments upon expiration, are eligible for no reenlistment or travel allowances, and can be held in the service in an involuntary extended-enlistment status under Alnav 155-41 for the duration and six months thereafter.

In the event any regular Navy man, who has been retained in the service beyond the expiration date of his enlistment in accordance with Alnav 155-41, fails to complete successfully the V-12 program, he may (1) be discharged and reenlisted, or (2) extend his enlistment, providing he is not already serving in a voluntary extension of enlistment, in which case he is required to reenlist for a regular term of enlistment. In both instances he reverts to his previous rating.

If, after discharge and reenlistment or extension of enlistment as an apprentice seaman, any regular Navy man is later separated from the V-12 program, he may return to duty in the enlisted status he held before transfer to the V-12 program.

Drugs and Medicines Not to Be Sold by Ship's Service Stores

The sale of drugs and medicines hereafter will not be permitted in Ship's Service Stores, following a recommendation from BuMed to BuPers. This policy, contained in BuPers Circ. Ltr. 233-44 (N.D.B., 31 Aug. 44-998), is being inaugurated to prevent the indiscriminate handling and sale of drugs for self-prescribing by individuals, which is fraught with much danger.

The sale of recognized home remedies (such as Listerine, lotions, cold creams and similar substances) which may customarily be purchased at grocery, department, or similar stores may be permitted provided the sale of these items has the prior approval of the commanding officer upon the advice of the medical officer.

THE BULLETIN BOARD

Inclusive Dates Used to Determine Eligibility for Block Promotions

A new policy established by the block promotion of 1 Aug. 1944 (Alnav 142-44), that of setting inclusive dates for the eligibility of ensigns and lieutenants junior grade for promotion to the next higher grade, was continued with the Alnav of 1 Sept. 1944 (169-44) and will be maintained until further notice.

Under the previous system, eligibility was set forth by specifying those with continuous active duty in grade on the first day of a given month or earlier. Therefore, officers whose promotions had been withhheld again became eligible for promotion automatically in the following months, unless their promotions again were ordered withheld.

The Alnav of 1 Aug. 1944 made eligible those ensigns and lieutenants junior grade with dates of rank between 2 May 1943 and 1 June 1943 incl. The Alnav of 1 Sept. 1944 continued the inclusive date policy, covering the period 2 June-30 June 1943, incl.

Changes Approved for Nurse Corps Uniforms

The following items of uniform for members of the Navy Nurse Corps have recently been approved:

Nurses may now wear the blue and white garrison caps, the same as authorized for male officer personnel, to be worn as optional items of uniform when prescribed by COs. The insignia of rank will be worn on the right side and the miniature cap device on the left, each two inches from the front edge.

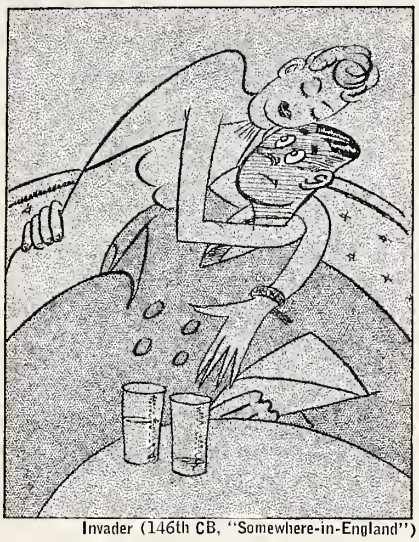
Beige hose will be worn with the nurses' service dress white uniform.

Dress shoes, black, may be laced oxfords, simple pumps or monk strap style, with closed toes and heels, of plain black leather or fabric, with black stitching, heels not higher than two inches. Suede, patent leather or novelty leather shoes are not permitted.

Dress shoes, white, will conform to the same general description as above, but white in color, with white stitching. Buckskin-type leathers or leathers with a smooth, slightly grained, or sueded finish are permissible. Covered or built-up leather heels are acceptable.

When authorized by COs, the basic seersucker dress now authorized for wear by members of the Women's Reserve, may be worn by Navy nurses on duty in certain hospitals in the Pacific area where it is difficult to maintain white starched uniforms.

These regulations are contained in BuPers Circ. Ltr. 259-44 (N.D.B., 15 Sept. 1944, 44-1066).



Invader (146th CB, "Somewhere-in-England")

"Oh, Jack!—I've always wanted to see one of you Chief Petting Officers!"

H-V(S) Officers to Wear Gold Caduceus

Officers in Class H-V(S) of the Naval Reserve will wear the gold caduceus, the same corps device as that prescribed for the Hospital Corps of the Navy. (See BuPers Circ. Ltr. 246-44, N.D.B., 15 Aug. 1944, 44-1009.)

Insignia Authorized for PT-Boat Enlisted Men

A shoulder insignia for enlisted personnel regularly attached to motor torpedo boat squadrons has been approved by SecNav. The insignia (reproduced at the left) is white markings on a Navy blue background.



Regulations call for wearing the insignia on the left sleeve, the top to be one-half inch below the shoulder seam. It is not to be worn in the presence of enemy ground forces or at anytime when the senior officer present considers that its wearing might endanger the security of the command.

Those eligible to wear the insignia are enlisted personnel who have been designated as qualified to serve in motor torpedo boats and who are assigned to motor torpedo boat duty. The authorization to wear the insignia ends upon detachment from motor torpedo boat duty. The authority to wear the insignia shall be entered in each enlisted man's service record.

As soon as the insignia is available, the block letters "PT" now being worn on the left sleeve will be eliminated.

(For details see BuPers Circ. Ltr. 265-44, N.D.B., 15 Sept. 1944, 44-1071)

Qualifications Published For CB Ratings

Qualifications for the following construction battalion ratings are published in BuPers Circ. Ltr. 237-44 (N.D.B., 31 Aug. 1944, 44-1002):

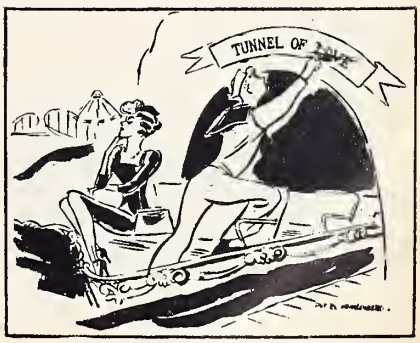
Cox (CB) (Boatswain) and BM (CB) (Boatswain).
Cox (CB) (Stevedore) and BM (CB) (Stevedore).
GM (CB) (Powderman).
GM (CB) (Armorer).
CM (CB) (Builder).
CM (CB) (Draftsman).
CM (CB) (Surveyor).
CCM (CB) (Excavation Foreman).
SF (CB) (Pipefitter & Plumber).
SF (CB) (Steelworker).
SF (CB) (Welder).
SF (CB) (Blacksmith).
SF (CB) (Rigger).
SF (CB) (Mechanical Draftsman).
MM (CB) (Equipment Operator).
EM (CB) (General).
EM (CB) (Line & Station).
EM (CB) (Communications).
EM (CB) (Draftsman).
WT (CB).
SK (CB) (Stevedore).

Mufflers With Overcoats Now Optional for CPOs

CPOs may now wear mufflers with their overcoats under a recent addition to uniform regulations. When mufflers are worn, they are to be of white silk, rayon or wool, plain or ribbed, woven or knitted, to be of approximately commercial size. Blue wool mufflers may be worn at sea. (See BuPers Circ. Ltr. 246-44, N.D.B., 31 Aug. 1944, 44-1009.)

Designate Cap Devices For Tropical Helmets

For helmets used with the tropical uniform, commissioned officers will wear the miniature officers' cap device, warrant officers the same full-size crossed anchor device as worn on their regular caps, and CPOs their own miniature cap device (See BuPers Circ. Ltr. 246-44, N.D.B., 31 Aug. 1944, 44-1009.)



Sky Ranger (NAS, Dallas, Tex.)

THE BULLETIN BOARD

The Month's Alnavs in Brief

No. 165—Relates to handling of receipts for Federal War Ballots delivered to Navy post offices for transmission to U. S.

No. 166—Provides that in all duty orders involving per diem for travel by air, the air travel status exists only for days on which travel is actually performed by air, effective 21 Aug. 1944, in accordance with a decision of Controller General dated 12 Aug. 1944.

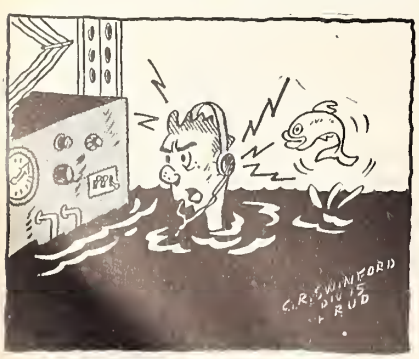
No. 167—Emphasizes that retroactive orders to duty involving flying as technical observers are not legal and cannot be issued under any circumstances.

No. 168—Extends Alnav 112-44, containing procedure for issuance of orders to officers for temporary additional duty in Pacific Area, to all overseas areas.

No. 169—Announces appointment to next higher rank, to rank from 1 Sept. 1944, of those ensigns and lieutenants (junior grade) of the line on the active list of the regular Navy, ensigns and certain listed lieutenants (junior grade) of the staff on the active list of the regular Navy, whose dates of rank as such are within the period 2 June 1943 to 30 June 1943, inclusive, and those ensigns and lieutenants (junior grade) of both line and staff of the Naval Reserve and the Women's Reserve, whose continuous active duty in their respective ranks began within the period 2 June 1943 to 30 June 1943 inclusive (see page 69).

No. 170—Announces appointment to chief warrant rank for temporary service, to rank from 1 Sept. 1944, of those warrant officers on the active list of the regular Navy whose dates of rank as such are within the period 2 June 1943 to 30 June 1943 inclusive and those warrant officers of the Naval Reserve whose continuous active duty in their respective ranks began within the period 2 June 1943 to 30 June 1943 inclusive.

No. 171—Calls for applications from officers of the line and staff corps, including the medical corps, for appointment to the school of military government for intensive training with eventual assignment to foreign duty as civil affairs officers in occupied areas. Courses, convening monthly, will be approximately 90 days in length with training focused primarily on Far East. Desirable that all applicants have previous administrative experience of a nature to qualify them for responsible civil affairs posts in city management, public administration, labor, transportation, shipping, agriculture, mining, fisheries, public accounting, finance, utilities, public health, commodity control, prices and rationing, manufacture and trade. Applications are desired until further notice, and should be submitted to BuPers via official channels.



The Dispatch (NTS (Radio), Oxford, O.)

"I wonder when my relief will show up?"

No. 172—Announces that naval personnel who are casualties in naval hospitals outside the U. S. may be permitted to make telephone calls to persons in the U. S. in the discretion of the CO and censor at the hospital, wherever located.

No. 173—For benefit of naval, Marine Corps and Coast Guard personnel returning from overseas duty, provides that commandants in whose districts such personnel land may endorse their travel orders to authorize travel by private automobile where warranted. Effective immediately.

No. 174—Announces appointment to commander for temporary service, with varying dates of rank, of certain lieutenant commanders on the active list of the regular Navy.

No. 175—Announces that Navy Department may now defray expenses of emergency medical and hospital treatment for enlisted personnel of Navy and Marine Corps obtained from civilian sources while on leave or liberty, where it is impracticable to obtain treatment from naval or other Government facilities, retroactive to 28 April 1942, by decision of Assistant Controller General.

No. 176—Directs COs to take steps necessary to insure that cigarettes or other items donated by private concerns are not sold by ship's stores or ship's service stores.

No. 177 — Announces appointment (by name) to commander, for temporary service, of certain lieutenant commanders of the retired list of the regular Navy and Naval Reserve, to rank from 27 Aug. 1943.

No. 178 — Announces appointment (by name) to lieutenant commander, for temporary service, of certain lieutenants of the retired list of the regular Navy and Naval Reserve, to rank from 3 Aug. 1944.

No. 179 — Delegates authority to award the commendation ribbon to all fleet commanders of the rank of vice admiral or above, effective 13 Sept. 1944. Wearing of ribbon is NOT authorized for commendations by fleet commanders, other than a commander-in-chief, issued prior to this date. Delegated authority is not extended to task-force commanders or other flag officers not fleet commanders.

No. 180—Announces recent ruling of Bureau of Internal Revenue holding that cost of all items of uniform equipment, including gold lace, chin straps and gilt and silver devices on caps, and gold lace, shoulder marks, and corps and rank devices on uniforms is deductible as business expense for Federal income tax purposes. This includes cost of altering equipment on uniforms subsequent to promotion or demotion.

No. 181—Provides that personnel are not entitled to the percentage pay increase for sea or foreign duty while (1) suspended or otherwise removed from duty by reason of an offense which results in conviction by general or summary court martial or (2) confined in a brig or prison pursuant to sentence of general or summary court martial. Where trial does not result in conviction, retroactive credit of percentage increase will be made.

No. 182—Contains additions and deletions for N. D. Serviceman Voting Poster No. 4 (included in list on pages 21-23).

Four Navy-Marine Units Recognized by Army For Philippine Service

Personnel of four units of the Navy and Marine Corps are eligible for one oak leaf cluster to be worn upon the Army Distinguished Unit Badge authorized for service in defense of the Philippines on and after 7 Dec. 1941.

These units, recognized by the Army for Philippine service between 14 March and 9 April 1942, are the Fourth U. S. Marines, Navy Inshore Patrol, Naval Forces District Headquarters, Fort Mills, P. I., and Naval Forces, Mariveles Area.

All naval personnel who in the future serve with any of these units are eligible to wear the badge only and then only while attached to the unit.

Those who took part in the operations of the four units may apply to BuPers through official channels for permission to wear the Army Distinguished Unit Badge with Oak Leaf Cluster.

The cluster is authorized by War Department General Order No. 21, 31 April 1942. For details, see BuPers Circ. Ltr. 239-44 (N.D.B., 31 Aug. 1944, 44-1004).

Award of the Distinguished Unit Badge to naval personnel who defended the Philippines, provided in W. D. G. O. No. 22, 30 April 1942, was reported in the INFORMATION BULLETIN, August 1944, p. 71.

THE BULLETIN BOARD

Issuance of Air Travel Priorities to and from Latin America Clarified

The rules for the issuance of Class 4 priorities to naval personnel traveling on leave by commercial air lines to or from points in Mexico, Puerto Rico and other Caribbean, Central and South American areas are clarified by BuPers Circ. Ltr. 272-44, (N.D.B., 15 Sept. 1944, 44-1078).

Class 4 priorities may be issued to (1) personnel on leave stationed within the United States who wish to travel to and from their homes outside the United States; (2) personnel on leave stationed outside the continental limits of the United States for travel to the United States and return to their stations.

Air priorities are not issued to personnel who wish to visit Latin America while on leave, if their homes are not located there. The priorities are good only between points wholly outside the United States, or to and from the first port of landing within the continental limits of the United States.

Establish Rating of Aviation Boatswain's Mate

The rating of aviation boatswain's mate(ABM), aviation branch, with four accompanying designators covering various duties of the rating, has been established.

The designators and the qualifications they cover are:

(AG)—qualified in the operation and maintenance of arresting gear and barriers.

(CP)—qualified in the operation and maintenance of catapults.

(GA)—qualified in handling and operating gasoline stowage, aircraft fueling system and aircraft fire protection equipment.

(PH)—qualified in beaching, launching, handling and securing of patrol aircraft, and the handling, direction, spotting and stowage of aircraft on carriers.

Separate qualifications will be published later for each of the four categories. No man will be changed or advanced to ABM unless one of the four designators is applicable and one of the designators shall always be used integrally with the rating. Effective upon receipt of qualifications and establishment of complements, qualified non-rated personnel may be advanced to ABM in accordance with current advancement instructions, and COs may change POs in any rating to ABM of equal pay grade to fill vacancies in complement.

The insignia for the new rating will be announced later. Meanwhile, men rated ABM, will continue to wear the insignia of their previous rating.

For details, see BuPers Circ. Ltr. 268-44 (N.D.B., 15 Sept. 1944, 44-1074).



The Bulletin (NAD, Ft. Mifflin, Philadelphia, Pa.)

"Nothing serious. . . . He just fell asleep taking the deep-breathing exercise!"

Training Course Notes

A 1944 edition of Instruction Manual for Personnel Engaged in the Operation and Upkeep of Gyro Compasses, Navy Training Course, NavPers 10606, is now available from the Training Activity, Bureau of Naval Personnel; Director of Training, 11th Naval District, San Diego, Calif., and Director of Training, 14th Naval District, Navy 128, FPO, San Francisco, Calif. Commanding officers or training officers of naval activities should address requests for this manual, which replaces the 1941 edition of Gyro-Compasses, to one of the above activities.

A new Officers' Correspondence Course, International Law, will be made available during the next month. Any officer desiring to take the course should forward a request for enrollment to one of the four Naval Reserve Educational Centers. Procedures for obtaining these courses were outlined on page 71 of the September 1944 issue of the INFORMATION BULLETIN. This course, in six assignments, covers the basic principles of international law in peace and in war, with their development and historical background.

It stresses the present policy of the United States Government on international aspects of maritime and aerial warfare, as stated in Instructions for the Navy of the United States Governing Maritime and Aerial Warfare. Supplementary study material, prepared especially for this course, outlines inter-allied agreements concluded during the present war having to do with jurisdictional rights of our armed forces in the territory of our allies. Reference material includes: International Law, Wilson and Tucker, 9th Edition; Instructions for the Navy of the United States Governing Maritime and Aerial Warfare, May 1941; Jurisdiction over Friendly Foreign Military and Naval Personnel and Establishments.

Information Bulletin Now Available To Interested Civilian or Military Personnel on a Subscription Basis

The Bureau of Naval Personnel INFORMATION BULLETIN now may be obtained by any interested civilian or military personnel by writing to the Superintendent of Documents, Government Printing Office, Washington 25, D. C.

Copies may be ordered either singly or by yearly subscription. The rate for single copies is 15 cents each; annual subscription (12 monthly issues) is $1.50, domestic rate, which includes personnel having Fleet Post Office (or APO) addresses. Foreign rate is $2.25 per year.

The new procedure does not affect in any way the present free distribution of the INFORMATION BULLETIN on a basis of one copy for every 10 officers and enlisted personnel in the Navy. (See page 72.) But in response to many requests for personal copies from naval personnel, their families, friends and others interested in them, the Navy and the Superintendent of Documents have made the above arrangements for public sale so that copies will be available to any who wish them.



THIS MONTH'S COVERS

Jeep with a sign directs bombers to parking places at a Navy airfield on Eniwetok, in the Marshalls, stepping stone to points west and north (Official U.S. Navy photograph). INSIDE FRONT COVER: Marines unload oil drums from a tank lighter and roll them through the surf to the beach on Tinian Island. Offshore stands part of the Pacific Fleet invasion armada that brought the men who quickly crushed Jap resistance on this Marianas island near Saipan (Official U.S. Coast Guard photograph). OPPOSITE PAGE: A Coast Guard combat cutter smashes out her own channel through ice that threatened to trap her close to shore in the North Atlantic (Official U.S. Coast Guard photograph).

DISTRIBUTION OF THE INFORMATION BULLETIN

By BuPers Circular Letter No. 162-43 (appearing as 43-1362 in the cumulative edition of Navy Department Bulletin) the Bureau directed that appropriate steps be taken to insure that all hands have quick and convenient access to the BuPers INFORMATION BULLETIN, and indicated that distribution should be effected on the basis of one copy for each ten officers and enlisted personnel to accomplish the directive.

In most instances, the circulation of the INFORMATION BULLETIN has been increased in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each ten officers and enlisted personnel. Because intra-activity shifts affect the Bureau statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required: requests received by the 20th of the month can be effected with the succeeding issue.

The Bureau should also be advised if the full number of copies are not received regularly.

Normally copies for Navy and Coast Guard activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corps, on the present basis of two copies per unit, down to and including the company. Requests from Marine Corps activities should be addressed to the Commandant.

FOR PERSONAL COPIES, SEE PAGE 1.

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THE INFORMATION BULLETIN IS FOR

ALL HANDS

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. . . PASS THIS ONE ALONG AFTER YOU HAVE READ IT



Sure, you can see the Skipper



but MAYBE IT WON'T BE NECESSARY IF YOU TRY THIS SYSTEM FIRST:

CHIEF PETTY OFFICER

See your Division Chief Petty Officer first if you have any problem. Perhaps he can solve it to your satisfaction. If not —with his permission, then. . . .

DIVISION OFFICER

. . . perhaps your Division Officer can help you in your quest, whether leave, change of duty, welfare money, etc. If you are not satisfied, then, with his permission. . . .

PERSONNEL OFFICER

. . . you can see the Personnel Officer. In 99 out of 100 cases it won't be necessary to go farther for help. BUT if you are still not satisfied, with his permission. . . .

EXECUTIVE OFFICER

. . . you can see the Executive Officer. The chances are you will be satisfied by now, but if you are not, with the Exec's permission you can now. . . .

CAPTAIN

. . . see the Captain. Few do—NOT because the Skipper won't see you (he will) but because, if you follow the procedure above, your problem will probably have been solved long before this!

P.S.

ZILCH, S2c

Better not count on Zilch, S2c, solving your problem. He probably doesn't know any more about it than you do!

FOR ALL HANDS



NEW ISSUE NOW OUT

WHERE DO WE GET THE SHIPS?

The Japs may wonder about that. They might find the secret in the Navy's newest and largest bureau: BuShips.

RADIO PROGRAMS ON A PLATTER

Or how to hear 25 hours a week of radio entertainment without a radio—thanks to Armed Forces Radio Service.

NIPPING THE NIP IN THE PACIFIC

Navy airmen in U. S. for reassignment tell adventures of their units off Philippines, Marianas and Truk.

THE ARMY HAS A NAVY, TOO

And maybe you didn't know it has 15,000 vessels, 160 different types of craft. The story of the GI "salts."

CHARTING THE ROAD TO TOKYO

Before invasions come charts. Here's how the Hydrographic Office "scouts" enemy seas for the invasion fleets.

THE NAVY THAT 'JUST HAPPENED'

Original Navy Regs, found recently, recall first U. S. navy—formed by Washington as a roving "task force."

"SHOULD I GO U. S. N.?"

Transfer to regular Navy? Here's a candid answer by a flag officer who did. He answers 7 frank questions.

BULLETIN BOARD:

News on discharge and release to inactive duty . . . battle stars . . . uniforms . . . insignia . . . decorations . . . new ratings . . . Alnavs.

ALSO: LIST OF CANDIDATES FOR FEDERAL OFFICES IN STATES AUTHORIZING FEDERAL BALLOT

This announcement (see other side) is inserted in every copy of the Information Bulletin; as many as possible should be placed on bulletin boards. The Information Bulletin should be available to all hands; if enough copies are not provided, to effect distribution as indicated on page 72 of the October 1944 issue, additional copies may be requested of BuPers.

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BUREAU OF NAVAL PERSONNEL

INFORMATION BULLETIN

NOVEMBER 1944

NAVPERS-0

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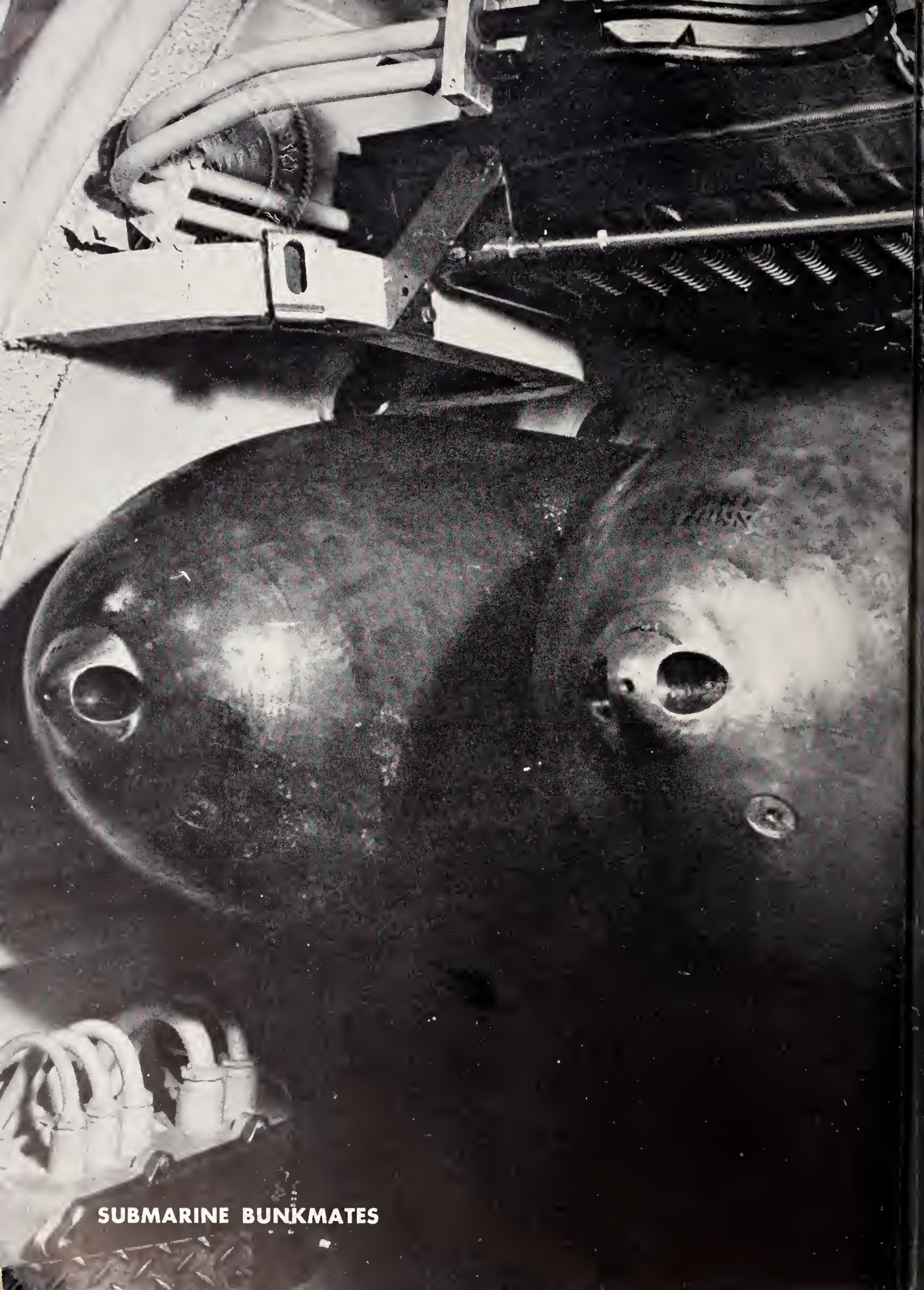
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JAP SMOKE OFF PHILIPPINES


SUBMARINE BUNKMATES



BUREAU OF NAVAL PERSONNEL

INFORMATION BULLETIN

NOVEMBER 1944 NAVPERS-0 NUMBER 332

VICE ADMIRAL RANDALL JACOBS, USN
The Chief of Naval Personnel

REAR ADMIRAL L. E. DENFELD, USN
The Assistant Chief of Naval Personnel

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This magazine is published monthly in Washington, D. C., by the Bureau of Naval Personnel for the information and interest of the Naval Service as a whole. By BuPers Circular Letter 162-43, distribution is to be effected to allow all hands easy access to each issue (see page 76). All activities should keep the Bureau informed of how many copies are required. All original material herein may be reprinted as desired.

For sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C.: 15 cents per copy; subscription price $1.50 a year, domestic (including FPO or APO addresses for overseas mail); $2.25, foreign.

PASS THIS COPY ALONG
IT IS FOR 10 READERS



SOFTENING UP: 3d Fleet cruisers shoot up Jap convoy off Mindanao in first task-force strike at Philippines. Smoke plumes on horizon mark two of 32 enemy ships sunk.



PACIFIC BASE: Landing craft launch rockets in invasion of Palau Islands, whose capture Admiral Nimitz said would give us a base from which to cover and support Philippines campaign.

WE RETURN TO THE PHILIPPINES

2 Fleets Aid in Landings by Gen. MacArthur's Forces . . . Enemy Warships Flee as U. S. Carrier Planes Take Record Toll in Sweeps Near Japan

Forces of the Central and Southwest Pacific areas teamed up last month to carry the American flag back to the Philippines in a major amphibious operation that set the stage for avenging Bataan and Corregidor and placed us in position to cut off Japan from much of her stolen empire.

Six hundred ships were used in the operation, according to press dispatches, which reported also that more men were believed to have been put ashore in the first 24 hours than were landed by the Allies during the first day in Normandy. That would mean at least 250,000 troops.

The assault was made on 20 October (Philippines time) against Leyte, eighth largest of the 7,000 islands in the archipelago, strategically located between Mindanao to the south and Luzon to the north, where the main enemy forces were believed to be concentrated. It was preceded by the landing of combat teams, beginning three days before, on smaller islands commanding the approaches.

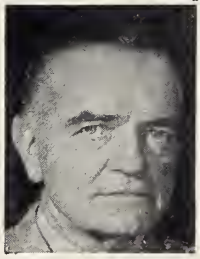
Newsmen related that Gen. Douglas MacArthur, who commanded the operation, observed the landing from the USS *Nashville*. As the INFORMATION BULLETIN went to press, dispatches had not yet revealed the specific part played by the naval forces under his general command.

These naval forces were identified in General MacArthur's first communique from the Philippines as the U. S. 7th Fleet, the Australian squadron and supporting elements of the U. S. 3d Fleet. Troops in the operation, the communique announced, comprised elements of the U. S. 6th Army, to which were attached units from the Central Pacific with supporting elements. Air support was given by Navy carrier forces, the Far East Air Force and the Royal Australian Air Force.

Surface units of the Navy had begun their part in softening the Philippines for invasion more than a month earlier with the first of a series of devastating sweeps by carrier planes of the 3d Fleet over the islands and against Jap shipping, military installations, industrial facilities and aircraft staging bases to the north.

Following two such strikes against the Philippines in September, swarms of Hellcats, Avengers and Helldivers struck daringly close to Japan itself on 9 October with raids on harbors, airfields and other enemy shore installations in the Ryukyu Islands. At least 89 Jap planes were destroyed and 58 ships sunk or damaged.

Two days later our airmen were strafing and bombing targets on Formosa. A week of such raids, plus new sweeps over the northern Philippines, cost the enemy 915 planes, 128 ships sunk and 184 ships probably sunk or damaged, in addition to destruction of airfields, docks, oil dumps, warehouses, aircraft repair facilities, industrial establishments and other installations.



Adm. Halsey

The attacks were made from units of the 3d Fleet, commanded by Admiral W. F. Halsey Jr., USN, with Vice Admiral Marc Mitscher, USN (picture on page 59), in command of the fast carrier task force.

(General MacArthur identified other U. S. naval leaders in the Philippines operation as Vice Admiral Thomas C. Kinkaid, USN, commander of the 7th Fleet, and Vice Admiral Theodore S. Wilkinson, USN, and Rear Admiral Daniel C. Barbey, USN, commanders of the amphibious operations.)



Official U. S. Navy photographs

TARGET: Air view shows Tacloban, capital of Leyte, taken in first two days of invasion.



GENERAL MacArthur goes ashore (in earlier operation) from USS Nashville, from which he saw Leyte landing.

During their carrier-force attacks, which also extended to the nearby Pescadores, the Army's B-29 Superfortresses in the largest numbers employed up to then joined in battering Formosa with three raids in four days, while other U. S. planes from China took a heavy toll of enemy shipping which had fled to Hong Kong.

Japan's air force, despite its heavy losses, struck back in strength at our ships with persistent torpedo and bomb attacks which were accompanied on the Tokyo radio with claims of "brilliant victories" that had routed what part of Admiral Halsey's fleet had not been sunk. The Japs doped out that this would postpone invasion of the Philippines at least two months.

After a lot of such talk from Tokyo, Admiral Nimitz announced that there had been no damage of consequence to our battleships or carriers; two of our medium-sized ships had been hit by aircraft torpedoes and were retiring.

Japanese fleet units were sighted approaching, he said, "but on discovering our fighting strength unimpaired have avoided action and have withdrawn to their bases."

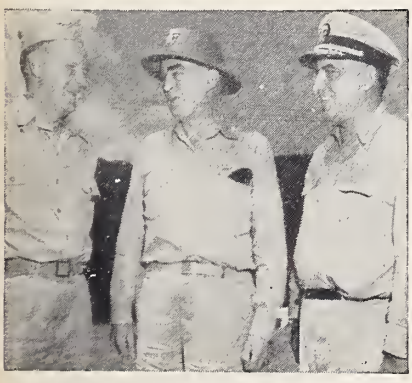
To reporters he added:

"I have received from Admiral Halsey the comforting assurance that he is now retiring toward the enemy, following the salvage of all the 3d Fleet ships recently reported sunk by Radio Tokyo."

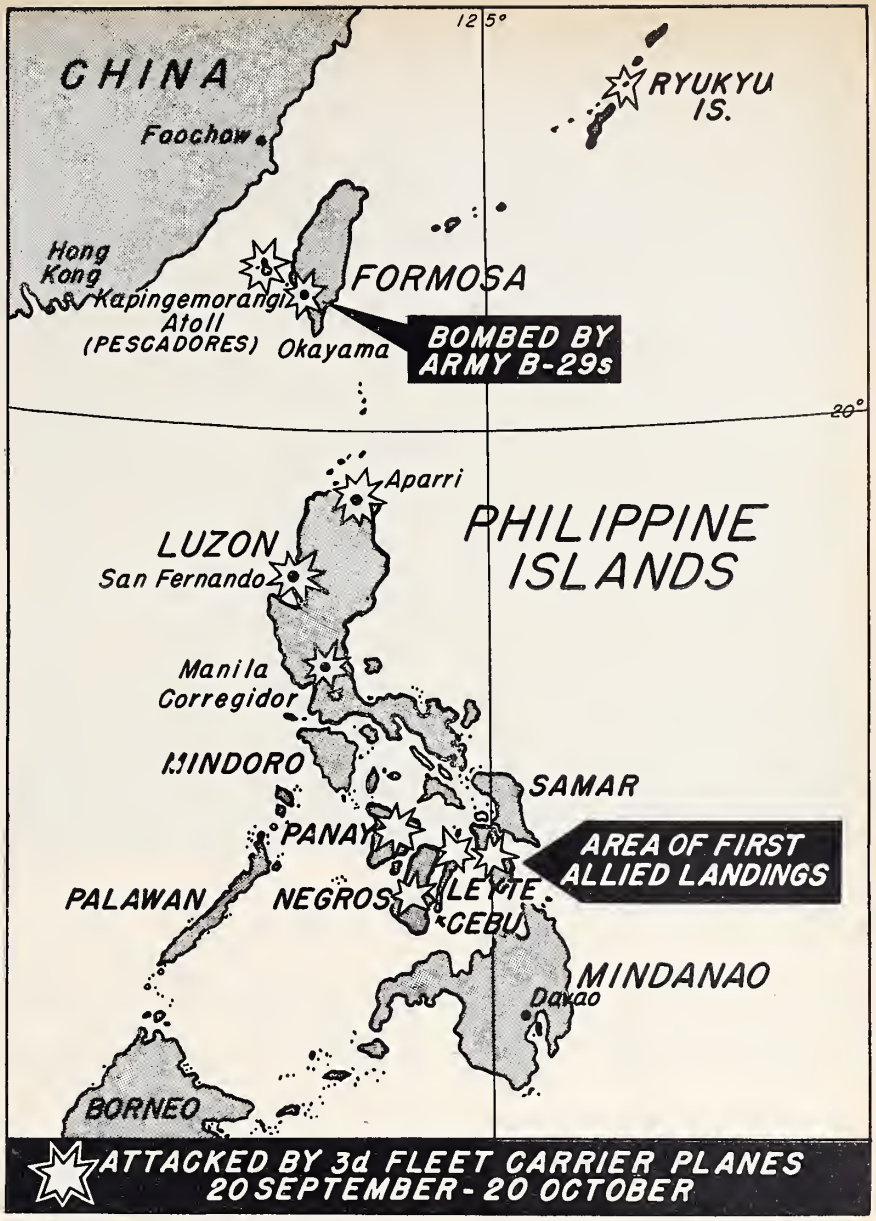
As General MacArthur's invasion forces approached the Philippines, planes from Admiral Halsey's carriers worked down from Formosa to Luzon and then to the central islands, where they supported the landing with attacks on Leyte, Cebu and Negros. These raids raised their score of Jap planes, beginning with the Ryukyu spree, to more than 1,400 in 11 days.

The landing on Leyte, General MacArthur said, was preceded by devastating naval and air bombardment. Press dispatches told how U. S. battleships joined in the shelling as minesweepers cleared channels for the armada and demolition units removed obstacles ahead of the landing craft.

Although casualties were described as light and enemy resistance somewhat disorganized, partly as a result of the pre-invasion carrier strikes, there was bitter opposition to the landing at some points. A newsman described the action at one of these:



ADMIRALS Wilkinson, Kinkaid and Barbey (l. to r.) at advance base at which invasion preparations were made.



"Four landing ships sank and several smaller craft about us were smothered by Jap shore guns and mortars. We moved the last 500 yards toward the beach aboard Higgins boats in a rain of shrapnel and machine gun bullets. When, after eternal minutes, we could land, we hit the sand and had to plow through waist-deep water through geysers thrown up by very near misses. Until mid-afternoon, the ships unloaded doggedly under enemy fire. . . . At long last the struggling soldiers dragged our own artillery ashore and began answering the Japanese."

Once ashore, the troops quickly widened their beachheads and moved inland. Tacloban, capital of Leyte, was occupied within two days, as were two nearby airfields. As supplies continued to pile up, work went forward on "a great base for all arms for future operations" against an estimated 225,000 Japanese on the isands.

Among those, and on Leyte, was the Japanese 15th Division, described by General MacArthur as "the outfit that did the dirty work at Bataan." In the forces he had brought to square accounts with them were all the available able-bodied American survivors of our defeat there in the black early months of the war.

With the American forces, too, was Filipino President Sergio Osmena and Brig. Gen. Carlos Romulos, resident Commissioner of the Philippines. They would head the civil government set up for the 17,000,000 inhabitants of the islands as fast as they were freed from Jap slavery.

For General MacArthur the beginning of operations to liberate the Philippines meant fulfilment of the promise to return which he had made when he was ordered from there, a few steps ahead of the invading Japs, in March 1942. The landing on Leyte meant an advance for his forces of 2,500 miles in 16 months from Milne Bay, on the southeast tip of New Guinea. Central Pacific elements participating in the operation were some 3 000 miles bevond the Gilberts, where Admiral Nimitz's forces had begun their great push to the west just a year ago this month.



AT LEFT: Combatant ships and supply vessels of a U. S. Navy task force prepare for a new attack on Jap positions. Vast distances in the Pacific complicate our supply problem.

Prospects in the Pacific:

Jap Defeat to Take at Least 1½ Years, Experts Say, After Victory in Europe

• It will take an absolute minimum of one and a half to two years after the defeat of Germany to defeat Japan.

• No internal collapse of Japan is expected; and even if it should occur, it would not give the Allies a quick or easy victory.

Those are the conclusions drawn by the Office of War Information in a recent report based on facts, figures, estimates and opinions of authorities in the Navy, War and State Departments and the Foreign Economic Administration.

There is no question in the minds of American authorities that the Allies will defeat Japan. The odds of military strength, natural resources, and the quality of the fighting forces and equipment—all favor the United Nations. The U. S. alone outclasses Japan in raw materials, in the capacity to produce fighting equipment, in the military might of her warships and naval materiel, and in her armed manpower. Add the forces of other United Nations, and the mustered power of the Allies is overwhelming.

Following are some specific examples of the strategic advantages favoring the Allies:

1. Allied war production is overwhelming. The U. S. alone produces 8,000 combat planes a month as contrasted with Japan's estimated production of 1,400 or 1,500 a month.

2. Our Pacific commanders assert that Japan has lost the power for a strategic offensive beyond the range of her land-based planes. This is due to U. S. supremacy in carriers, and to the sinking of many of the lighter screening units of Japan's fleet. Not eliminated, however, is the possibility of sporadic raids by the Japanese on our West Coast.

3. Japan's merchant shipping, never adequate to the demands of a conquered Pacific empire, has been steadily reduced by naval, aerial and submarine action. Sinkings have averaged 1,500,000 tons a year, and it is estimated that Japan has not even yet pushed her ship construction to 1,000,000 tons a year.

4. Japan's industrial production has been affected by B-29 bombings, a definite advance in the warfare against Japan.

5. "Island-skipping" has neutralized about 50 major bases on the fringes of Japan's outer zone of defense, and the victories at Guam, Saipan and Tinian have brought Allied forces within striking distance of the inner defense zone of Japan itself, which extends more than 1,000 miles from the home islands.

6. Allied forces now are established where another giant stride to the west, if successful, would place the Navy and land-based planes in a position to clamp a tourniquet on the north-south arteries of Japan's supply routes, and thus begin the blockade of the islands. One such stride would be the conquest of the Philippine Islands (see page 2).

7. In Burma, a successful issue of the battle of supply routes will open the Ledo-Burma road into China.

8. The tactical ability of Japanese generals has not yet been probed, since there has been as yet no modern full-dress warfare on land masses in the European pattern, and no battles of armor involving more than a comparatively few tanks on either side. The Allies, on the other hand, have military leaders of proven ability in full-scale battles of maneuver.

9. At sea the Japanese have been outfought and outmaneuvered. In the air they have lost about five planes to our one. On land Japanese soldiers have been beaten in every test of strength by the Allies since they went over to the offensive.

10. Japan has failed to capitalize fully on its conquests. Primarily, the measure of Japan's war production is the capacity of its pre-Pearl Harbor industrial plant rather than its conquered raw material resources.

On the other hand, there are a number of considerations that favor the Japanese and point toward a prolongation of the war. Psychologically, the defeat of Germany may even heighten Japan's determination and fighting spirit and at the same time induce a let-down in the effort of the Allies.

The Japanese are expecting the Allies to grow tired and accept a negotiated peace. Japanese war leaders have repeatedly predicted that Japan will drag out the war so long, make the Allies pay so dearly, that the "soft" democracies will be forced into a stalemate.

Following are some of the factors on Japan's side as listed in the OWI report:

1. An appraisal of Japan's war economy by the FEA concluded that Japan is capable of increasing her production in almost every category of war equipment and military supplies.

2. Geography fights on the side of the Japanese. Before the Allied might can be brought to bear, it must be based within striking distance of Japan's home islands. Our present new bases in the Marianas are 1,500 statute miles from her shores.

3. Before major invasions can be launched, a tremendous shipping problem must be solved. The conclusion of the European war will release a large part of the shipping now being used in that theater, but several months may be required before this shipping can become effective in the Pacific.

4. At present, the course of the war in China is all in Japan's favor. Instead of securing additional advanced bases from which to strike at Japan by air, the Allies have lost several in China within recent months.

5. Despite losses in China and on Pacific islands, Japan's army has not yet been mustered to its full strength. Estimates are that she has an army of 4,000,000 men, 2,000,000 more available and fit for military service who haven't been called up, and another 1,500,000 between the ages of 17 and 20, not yet subject to the draft. Between 200,000 and 250,000 men come of age annually as replacements.

6. Japan's industries are beyond the range of air attack, except by our B-29s, and will remain so until the Allies establish bases within 500 to 600 miles of her shores.

7. Japan has many strategic supplies on the home islands, in nearby Korea and Manchuria. The Army has estimated that she also has stockpiled large quantities of raw materials—enough rubber, for instance, for five years or more of war.

8. Despite our aerial victories and the high ratio of Jap planes destroyed to our own losses, it is estimated that the Japanese are currently able to produce planes as rapidly as we destroy them, and probably can even increase this production slightly. They can now mass their air power in a narrowing theater of action. Secretary of the Navy Forrestal recently pointed out that Jap planes now have greater fire power, armament, range, speed and load capacity; that aircraft of the U. S. Navy do not any longer have so big a technical advantage over enemy planes.

9. Japan still has a powerful fleet, which includes from 10 to 13 battleships, from 10 to 12 large carriers and several smaller carriers, plus reduced numbers of smaller screening war vessels. Allied navies in the Pacific must operate only in large forces, lest smaller forces be trapped and destroyed by the Japanese fleet.

10. Japan operates on interior lines of supply. The farther she is crowded back toward her home islands, the greater her logistical advantage becomes, and the more nearly adequate her merchant fleet. Our supply line to Japan is nearly three times as long as the supply line to Europe. It took well over two years to accumulate the tremendous materiel surplus used in the invasion of France.

11. Japan's production of food on the home islands, plus North China, Korea and Manchuria is calculated to be sufficient to maintain the population on a minimum basis.

12. Japan retains all her major conquests except New Guinea, and the Allies still are not in a position to attack her supply routes along the China coast except with submarines. If she is successful in cutting China in two, the strain on her shipping may be somewhat relieved by a possible overland route in China.



JAP TRANSPORT goes down after torpedoing by U. S. submarine. The enemy is losing ships faster than she is building them but, as Allies advance, needs fewer merchant vessels to maintain her shortened lines.

13. Even though the Ledo-Burma road be opened, this thin line weaves through mountain masses for 1,500 miles from its India terminus to Chungking. It is doubtful if this route can carry more than the amount of supplies now flown "over the hump."

President Roosevelt, in his enunciation of the strategic problem of conquering Japan, has announced that she would be attacked from all sides. To attain this objective, the Allied strategy has been to open safe ocean routes to China as soon as possible and to establish China as a base for the final assault on Japan.

The immense distances of the Pacific war generate serious problems of logistics, which is defined by Maj. Gen. W. D. Styer of the Army Service Forces as "the science of getting the right number of men to the right place with the right equipment at the right time."

An invasion of China might be compared with the invasion of North Africa, in which 500 ships were used. They cleared from dozens of ports in the U. S. and the United Kingdom and covered distances of from 1,500 to 4,050 sea miles. In invasion, from 5 to 10 tons of cargo, equipment, supplies, etc., must be landed for every soldier who hits the beach. These supplies include 700,000 different items, from buttons, needles and thread, to tanks, planes and railway locomotives.

The supplies needed for an invasion force of 250,000 men and to maintain this force for a period of 30 days would total about 1,889,000 tons. For the initial landing alone, it would require 200,000 tons of weapons and ammunition, 325,000 tons of combat vehicles, 525,000 tons of general-purpose vehicles, 200,000 tons of engineering equipment, 100,000 tons of medical equipment.

A ship carrying supplies to Australia requires 90 to 150 days for a round trip, which means that from four to six ships must be kept in service to supply one shipload a month in Australia. A supply ship running to the China-Burma-India ports takes five months for a round trip.

Admiral Chester W. Nimitz, USN, commander-in-chief of the Pacific Fleet, has said: "It may be possible to defeat Japan without the necessity of an invasion." There is no question that Japan is vulnerable to blockade-starvation, both of food and strategic materials, as is the United Kingdom or any other insular nation. The length of time required to succeed by this method would depend upon the efficiency of the blockade and the size of Japan's stockpiles.

Japan's war economy is based on access primarily to North China, Korea and Manchuria on the mainland across the Sea of Japan, which varies from straits of 150 miles to the wider reaches of 500 miles. This is a landlocked sea, everywhere accessible to patrol by land-based aviation of Japan. Also, Japan has had more than two years in which to stockpile strategic materials. They are estimated to be enough to support a war of considerable duration.

The Japanese have been rationed on food since 1940, but experts do not believe that a scarcity of food would develop as rapidly as shortages of some war materials. Rice supplies fully half of the caloric intake of the Japanese, while beans and fish, in that order, supply the other two main staples of diet. Japan raises 80% of the rice consumed, and the remainder comes principally from Korea and Formosa.

Whether Japan falls from combined assaults from the air, the east, west, north and south, or from a blockade—one fact stands out. Her defeat will not be easy or speedy.



Official U. S. Navy photographs

JAP PLANE goes down, one of 402 destroyed in a day by U. S. naval forces off the Marianas. Despite such losses, it is estimated Japan is currently able to produce planes as rapidly as we destroy them.



Official U. S. Navy photograph

MOBILE SERVICE STATIONS: An oiler, above, draws alongside a warship for a transfusion in the Pacific. The destroyer below is about to receive a supply of fuel from an assault transport in the South Pacific.

Official U. S. Coast Guard photograph



'A' FLEET:

Floating Supply Depots Help Task Forces Leap Time, Space Barriers

In football it's the ball-carriers who win the glory.

In the Pacific war the battlewagons and flat-tops have been in the limelight as they lug the ball ever nearer Tokyo. But much of the credit for their ground-gaining must go to those anonymous guards and tackles—the vessels of the "A" fleet.

Without its floating service stations and machine shops the Navy would not have been able to make those lightning thrusts which have carried the war to Japan's doorstep. Our task force could not, for example, have accomplished that 8,000-mile rampage from Pearl Harbor when it helped capture Kwajalein, pasted Truk and shelled Guam, before returning 3,825 miles to Pearl Harbor.

Under the old conception of naval warfare Japan thought she was secure from our attacks as long as she held every land base within striking distance of Tokyo. By seizing the Philippines, Guam, the East Indies and all the other islands between her homeland and Australia, Japan probably figured that it would take years for us to establish bases close enough to threaten her vital areas; that, meantime, development of conquered territory would have made her too strong to lick.

For in previous wars it was unheard of for a fleet to strike more than a thousand miles or so from its base. Task forces, in the sense in which they operate now, were unknown until World War II; and even when they were developed, the Japs assumed that they would have to return to base for refueling after a strike.

Our Navy solved the problem by putting hulls under service stations and supply and ammunition depots, and taking them to sea with the fleet. Today the Navy can assemble a floating advance base at any point in any ocean. *There is absolutely no limit to our fleet's striking range.*

From its train of auxiliary ships a task force can obtain fuel oil, ammunition, spare parts, food, fresh water—anything from a piece of sheet metal to a sirloin steak. Any damaged ship that still floats can be repaired sufficiently to make port. A floating advance base can do anything except dock a ship—and the chances are there's a floating drydock not very far away that can handle the largest battleship.

A recent personal letter from an officer on one of our carriers stated: "Before a recent operation we were anchored in an atoll with a concentration of auxiliaries. Almost as far as the eye could see—nothing but ships, with no daylight whatever between the hulls."

In the early days of the war, when

OUR ROVING ADVANCE BASES

the Navy's auxiliary shipbuilding program was barely under way, a destroyer operated for 140 days in the Pacific without dropping her hook. When her supply of cigarets ran out, an oiler that was refueling her gave the DD crew all the cigarets on board and her own men went without until they reached port several days later. In another case, a task force protected Guadalcanal for 60 days without touching land.

As naval warfare has changed, new types of auxiliaries have been added to the fleet to meet the new requirements. At the latest count, 36 types of auxiliary ships had been announced, 17 of these having been developed since the war started. All the new auxiliaries are much faster than those of prewar vintage.

The newest type of auxiliary is the distilling ship (for water, not alcohol). Most warships can distill enough fresh water for their own use, but small patrol vessels must depend upon advance bases or larger ships for their water. Since most of the atolls we have been taking in the Pacific do not have fresh water, these distilling ships will be floating reservoirs for occupation forces and small craft.

Four distilling ships are on the present building program, one having been completed and the second scheduled for early completion. The first two are converted Liberty oilers with a distilling capacity of 120,000 gallons a day and a stowage capacity of 1,680,000 gallons. The latter two will have the same distilling capacity, but will be able to stow 5,040,000 gallons.

One oldtime merchant marine skipper who now commands a Navy tanker asked, after using pure distilled water, if BuShips couldn't furnish some salts for the water. His men, he complained, were not thriving on water containing no minerals. BuShips tactfully replied that no one can become ill from drinking pure water.

The Navy had repair ships before the war, but now it has six different kinds of repair ships. Previously, repair ships were designed primarily for patching up battleships and cruisers, while destroyer and submarine tenders took care of repair work on their types, replenished them with torpedoes and ammunition, supplied small stores and spare parts.

Today the Navy has a heavy-hull repair ship, a battle-damage repair ship (converted LST) with a shallow draft and diving equipment, an internal combustion engine repair ship, a landing craft repair ship, a motor torpedo boat tender and an aircraft repair ship.

Ships of this type virtually are floating machine shops fitted out with equipment, tools and spare parts to meet any emergency. All carry equipment for underwater cutting and welding. They can do almost anything a navy yard can do except dock a vessel.

Another innovation is the barracks ship. It is a huge floating hotel which furnishes food, housing and fresh water for personnel working in repair ships. In peacetime the crew of a repair ship slept among the lathes and drill presses after the day's work was finished. Now the machinery may be in use 24 hours a day. Besides, more men are required for the extra shifts. The barracks ship was the answer to this problem.

Before the war the Navy had a few tugs; now it has four distinct types of seagoing tugs—auxiliary, fleet, rescue and the old, or prewar, model. All of these ocean-going tugs have been equipped for fire-fighting and salvage. There are instances on record where burning merchant ships carrying gasoline or ammunition, abandoned by their crews, have been salvaged and returned to use through

Components of the 'A' Fleet

AD—Destroyer Tender
AE—Ammunition Ship
AF—Provision Storeship
AG—Miscellaneous
AGP—Motor Torpedo Boat Tender*
AGS—Surveying Ship
AH—Hospital Ship
AK—Cargo Ship
AKA—Cargo, Attack*
AKN—Net Cargo Ship*
AKS—General-Stores-Issue Ship
AKV—Cargo Ship and Aircraft Ferry*
AN—Net-Laying Ship
AO—Oiler
AOG—Gasoline Tanker
AP—Transport
APA—Transport, Attack*
APB—Barracks Ship (self propelled)*
APc—Coastal Transport (small)
APH—Transport for evacuation of wounded*
APL—Barracks Ship*
AR—Repair Ship
ARB—Repair Ship, Battle Damage*
ARG—Repair Ship, Internal Combustion Engine*
ARH—Repair Ship, Heavy Hull*
ARL—Repair Ship, Landing Craft*
ARS—Salvage Vessel
ARV—Aircraft Repair Ship*
AS—Submarine Tender
ASR—Submarine Rescue Ship
ATA—Ocean Tug, Auxiliary
ATF—Ocean Tug, Fleet*
ATO—Ocean Tug, Old
ATR—Ocean Tug, Rescue*
AW—Distilling Ship*
LSV—Landing Ship, Vehicle*

*New-type auxiliary added during this war.

Cross Section of the 'A' Fleet



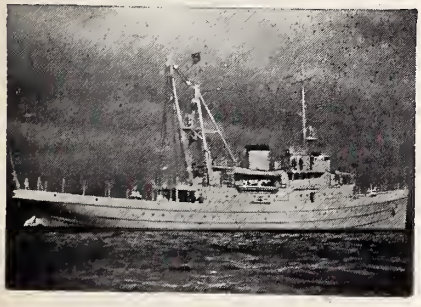
ARS: Salvage vessel.



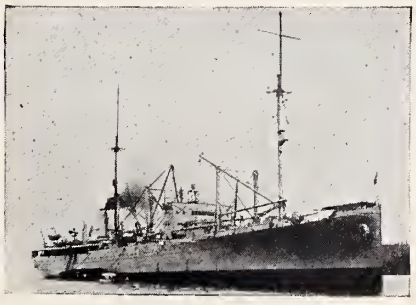
APH: Transport for wounded.



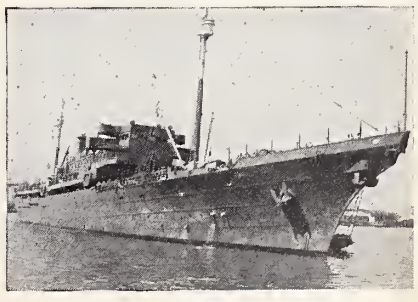
AF: Provision storeship.



ATF: Ocean tug, fleet.



AE: Ammunition ship.



Official U. S. Navy photographs

AS: Submarine tender.

AIRLINE (GREAT CIRCLE) DISTANCES, PACIFIC AREA, IN NAUTICAL MILES

	ADAK I., ALEUTIANS	ATTU I., ALEUTIANS	CHICHI JIMA, BONINS	CHUNGKING, CHINA	DAVAO, P. I.	DUTCH HBR, ALEUTIANS	ENIWETOK, MARSHALLS	FOOCHOW, CHINA	FORMOSA (TAIWAN)	GUAM I., MARIANAS	HALMAHERA, N.E.I.	HOLLANDIA, D.N.G.	HONG KONG, CHINA	KANDY, CEYLON I.	KISKA, ALEUTIANS	KWAJALEIN, MARSHALLS	LOS ANGELES, CALIF.	MANADO, CELEBES	MANILA, P.I.	MARCUS I.	MIDWAY I., T. H.	MUKDEN, MANCHURIA	MYITKYINA, BURMA	PALEMBANG, SUMATRA	PARAMUSHIRU, KURILS	PEARL HARBOR, T. H.	PELELIU, PALAU IS.	PORT DARWIN, AUST.	RABAUL, NEW BRITAIN	
ADAK I., ALEUTIANS		377	2371	3552	3896	382	2643	3239	3344	2964	4104	3926	3594	5520	216	2703	2704	4195	3701	2134	1425	2458	4074	5124	1019	2030	3616	4722	3726	4
ATTU I., ALEUTIANS	377		2072	3175	3588	726	2544	2876	2987	2727	3819	3709	3228	5143	169	2657	3074	3897	3361	1921	1535	2081	3697	4777	645	2307	3342	4482	3584	4
CHICHI JIMA, BONINS	2371	2072		1871	1525	2753	1478	1228	1219	830	1749	1781	1549	3685	2179	1819	4952	1847	1403	659	2139	1273	2401	2818	1554	3263	1288	2464	1966	2
CHUNGKING, CHINA	3552	3175	1871		1718	3880	3278	698	825	2313	2091	2731	592	1987	3338	3632	6225	1976	1195	2530	3909	1094	558	1955	2535	5039	2059	2882	3306	
DAVAO, P. I.	3896	3588	1525	1718		4278	2187	1193	1001	1185	381	928	1127	2678	3701	2503	6427	337	527	1927	3459	2084	2079	1389	3025	4487	512	1216	1730	1
DUTCH HBR, ALEUTIANS	382	726	2753	3880	4278		2952	3602	3748	3334	4484	4286	3953	5827	585	2978	2353	4577	4078	2501	1613	2788	4389	5499	1367	1991	3994	5090	4051	4
ENIWETOK, MARSHALLS	2643	2544	1478	3278	2187	2952		2586	2504	1044	2126	1548	2829	4829	2549	354	4499	2303	2424	913	1524	2733	3760	3542	2382	2356	1684	2358	1112	3
FOOCHOW, CHINA	3239	2876	1228	698	1193	3602	2586		194	1615	1574	2111	359	2477	3025	2940	5941	1508	695	1880	3343	965	1185	1937	2238	4475	1428	2409	2638	1
FORMOSA (TAIWAN)	3344	2987	1219	825	1001	3748	2504	194		1503	1381	1936	334	2466	3131	2858	6036	1314	504	1854	3356	1142	1257	1800	2357	4482	1254	2216	2484	1
GUAM I., MARIANAS	2964	2727	830	2313	1185	3334	1044	1615	1503		1225	992	1814	3787	2800	1387	5299	1372	1380	830	2293	2026	2755	2572	2304	3303	726	1759	1151	2
HALMAHERA, N.E.I.	4104	3819	1749	2091	381	4484	2126	1574	1381	1225		775	1503	2863	3919	2409	6523	192	905	2041	3512	2445	2293	1424	3291	4475	503	840	1481	2
HOLLANDIA, D.N.G.	3926	3709	1781	2731	928	4286	1548	2111	1936	992	775		2144	3631	3773	1767	6047	963	1550	1793	3049	2816	3013	2141	3295	3884	684	826	710	2
HONG KONG, CHINA	3594	3228	1549	592	1127	3953	2829	359	334	1814	1503	2144		2138	3379	3183	6297	1396	603	2188	3681	1258	941	1616	2588	4810	1479	2307	2739	1
KANDY, CEYLON I.	5520	5143	3685	1987	2678	5827	4829	2477	2466	3787	2863	3631	2138		5309	5163	8114	2671	2412	4311	5296	3071	1448	1570	4511	6947	3189	3221	4340	1
KISKA, ALEUTIANS	216	169	2179	3338	3701	585	2549	3025	3131	2800	3919	3773	3379	5309		2638	2920	4005	3493	1980	1444	2244	3862	4914	804	2160	3436	4560	3611	4
KWAJALEIN, MARSHALLS	2703	2657	1819	3632	2503	2978	354	2940	2858	1387	2409	1767	3183	5163	2638		4312	2592	2766	1221	1438	3060	4115	3832	2581	2120	1993	2542	1213	4
LOS ANGELES, CALIF.	2704	3074	4952	6225	6427	2353	4499	5941	6036	5299	6523	6047	6297	8114	2920	4312		6665	6347	4503	3019	5137	6713	7770	3718	2223	6024	6851	5517	7
MANADO, CELEBES	4195	3897	1847	1976	337	4577	2303	1508	1314	1372	192	963	1396	2671	4005	2592	6665		818	2168	3664	2416	2142	1241	3347	4646	646	912	1671	1
MANILA, P.I.	3701	3361	1403	1195	527	4078	2424	695	504	1380	905	1550	603	2412	3493	2766	6347	818		1950	3503	1637	1477	1429	2754	4596	905	1727	2173	1
MARCUS I.	2134	1921	659	2530	1927	2501	913	1880	1854	830	2041	1793	2188	4311	1980	1221	4503	2168	1950		1555	1842	3059	3302	1587	2651	1538	2590	1714	3
MIDWAY I., T.H.	1425	1535	2139	3909	3459	1613	1524	3343	3356	2293	3512	3049	3681	5296	1444	1438	3019	3664	3503	1555		2957	4464	4846	1804	1134	3019	3870	2621	4
MUKDEN, MANCHURIA	2458	2081	1273	1094	2084	2788	2733	965	1142	2026	2445	2816	1258	3071	2244	3060	5137	2416	1637	1842	2957		1624	2874	1442	4058	2164	3281	3174	2
MYITKYINA, BURMA	4074	3697	2401	558	2079	4389	3760	1185	1257	2755	2293	3013	941	1448	3862	4115	6713	2142	1477	3059	4464	1624		1755	3064	5595	2381	2999	3650	
PALEMBANG, SUMATRA	5124	4777	2818	1955	1389	5499	3542	1937	1800	2572	1424	2141	1616	1570	4914	3832	7770	1241	1429	3302	4846	2874	1755		4154	5872	1865	1651	2842	1
PARAMUSHIRU, KURILS	1019	645	1554	2535	3025	1367	2382	2238	2357	2304	3291	3295	2588	4511	804	2581	3718	3347	2754	1587	1804	1442	3064	4154		2771	2841	4016	3301	3
PEARL HARBOR, T.H.	2030	2307	3263	5039	4487	1991	2356	4475	4482	3303	4475	3884	4810	6947	2160	2120	2223	4646	4596	2651	1134	4058	5595	5872	2771		4009	4657	3306	5
PELELIU I., PALAU IS.	3616	3342	1288	2059	512	3994	1684	1428	1254	726	503	684	1479	3189	3436	1993	6024	646	905	1538	3019	2164	2381	1865	2841	4009		1186	1269	2
PORT DARWIN, AUST.	4722	4482	2464	2882	1216	5090	2358	2409	2216	1759	840	826	2307	3221	4560	2542	6851	912	1727	2590	3870	3281	2999	1651	4016	4657	1186		1360	2
RABAUL, NEW BRITAIN	3726	3584	1966	3306	1730	4051	1112	2638	2484	1151	1481	710	2739	4340	3611	1213	5517	1671	2173	1714	2621	3174	3650	2842	3301	3306	1269	1360		3
RANGOON, BURMA	4509	4133	2618	961	1820	4841	3847	1403	1402	2807	2102	2866	1070	1075	4295	4194	7185	1927	1436	3256	4745	2054	521	1289	3492	5877	2304	2702	3549	
SABANG, WE I.	5050	4679	2957	1560	1808	5385	3981	1831	1765	2954	1982	2751	1472	880	4834	4306	7753	1791	1599	6370	5090	2625	1176	776	4035	6194	2320	2388	3461	
SAIPAN I., MARIANAS	2845	2609	744	2317	1277	3215	996	1619	1520	119	1336	1106	1839	3848	2682	1346	5190	1478	1436	720	2190	1971	2776	2666	2193	3214	834	1878	1223	2
SAN FRANCISCO, CALIF.	2397	2764	4667	5912	6158	2042	4293	5635	5734	5050	6273	5839	5990	7806	2612	4130	313	6409	6056	4241	2790	4825	1469	7483	3408	2087	5771	6651	5342	6
SASEBO, JAPAN	2555	2196	740	1196	1579	2921	2217	689	792	1435	1915	2226	1048	3130	2341	2560	5253	1915	1211	1377	2716	598	1749	2589	1566	3848	1588	2738	2579	2
SHANGHAI, CHINA	2939	2572	1109	771	1462	3296	2553	328	498	1660	1834	2294	660	2699	2724	2904	5644	1789	996	1765	3148	644	1320	2262	1930	4281	1616	2674	2755	1
SINGAPORE, MALAYA	4951	4597	2692	1703	1347	5322	3531	1732	1610	2527	1454	2207	1397	1436	4739	3838	7629	1263	1289	3214	4767	2650	1493	115	3966	5826	1847	1807	2916	1
SOLOMONS (GUADALCANAL I.)	3874	3795	2424	3864	2283	4160	1253	3190	3040	1650	2012	1238	3300	4851	3794	1184	5305	2198	2734	2054	2610	3671	4211	3317	3613	3087	1830	1728	562	4
TARAWA, GILBERTS	3082	3090	2348	4124	2849	3313	870	3427	3329	1829	2687	1960	3644	5526	3048	543	4305	2878	3178	1763	1706	3599	4583	4097	3082	2084	2338	2639	1286	4
TOKYO, JAPAN	2089	1747	523	1701	1876	2465	1901	1195	1269	1352	2158	2286	1553	3648	1881	2219	4769	2202	1614	999	2209	848	2258	3034	1152	3338	1740	2926	2486	2
TRUK, CAROLINES	3091	2920	1306	2869	1563	3435	662	2173	2053	562	1470	907	2354	4236	2960	945	5147	1650	1871	1023	2142	2557	3295	2891	2609	3018	1052	1731	695	3
WAKE IS.	2111	2035	1421	3292	2494	2415	540	2635	2595	1310	2506	2023	2929	5028	2027	636	4042	2668	2627	764	1029	2666	3817	3881	1948	1994	2024	2846	1648	3
YAP I., CAROLINES	3364	3103	1079	2132	756	3740	1432	1460	1308	450	777	738	1577	3412	3190	1754	5748	922	1052	1268	2742	2085	2507	2132	2627	3740	276	1390	1178	2

Our enemy, geography: Approximate locations of points included in table above are shown on map at right.

the work of tugs. The crew of one tug continued its fire-fighting under enemy fire and extinguished the blaze. A rescue tug was bombed so severely while fighting the fire on another ship that it had to be beached after accomplishing its job. But it finished the job and saved the ship.

In preparation for the European invasion, tugs were employed in the largest towing operation of its kind in history when huge railroad barges were towed across the Atlantic. The ATF (fleet tug) is the most powerful in the world. Over 200 feet long, of 3,000 horsepower, it is capable of towing one of the enormous C-2 freighters thousand of miles. BuShips developed, designed and supervised the building of these new-type tugs in anticipation of invasion operations.

Other newcomers in the "A" fleet are attack transports and attack cargo ships. The former carry tank lighters, small landing crafts, tanks—whole combat teams of troops and their equipment. The AKAs carry eight LCM (3)s, 16 LCVPs, bulldozers, trucks, tanks, gasoline, ammunition, etc. These form a part of the task forces that establish our beachheads.

One attack transport, which was bombed as it was coming in to unload, was set afire by enemy action. The crew fought and extinguished the fire and unloaded its cargo as a matter of course, finishing ahead of some of the undamaged ships.

All navies have been experimenting for years in an effort to solve the problem of refueling a warship without loss of time. Refueling at sea is a delicate operation because there is the ever-present danger of collision and fire. An oiler comes alongside a fighting ship while both are moving at identical speeds on identical courses, with allowances for the water displacement that pulls them together. Our ships can refuel by this method at high speed in any kind of weather short of a gale. While refueling vessels, oilers frequently send over bread, canteen stores and even ice cream. When necessary they receive sick and wounded.

These oilers, our fleet's floating service stations, have been largely responsible for increasing the range of our fleet and in speeding up naval striking power. Every one we have is in use, and many more will be needed as we come to grips with the Nips in their own bailiwick.

Enemy planes usually single out oilers and gasoline tankers for special attention, but they have found that these apparently vulnerable vessels are not "sitting ducks" to be picked

Prepared in the Hydrographic Office, Navy Department, Washington, D.C.

BABANG, WE I.	SAIPAN I., MARIANAS	SAN FRANCISCO, CALIF	SASEBO, JAPAN	SHANGHAI, CHINA	SINGAPORE, MALAYA	SOLOMONS (GUADALCANAL I.)	TARAWA, GILBERTS	TOKYO, JAPAN	TRUK, CAROLINES	WAKE IS.	YAP I., CAROLINES
050	2845	2397	2555	2939	4951	3874	3082	2089	3091	2111	3364
679	2609	2764	2196	2572	4597	3795	3090	1747	2920	2035	3103
957	744	4667	740	1109	2692	2424	2348	523	1306	1421	1079
560	2317	5912	1196	771	1703	3864	4124	1701	2869	3292	2132
308	1277	6158	1579	1462	1347	2283	2849	1876	1563	2494	756
185	3215	2042	2921	3296	5322	4160	3313	2465	3435	2415	3740
081	996	4293	2217	2553	3531	1253	870	1901	662	540	1432
331	1619	5635	689	328	1732	3190	3427	1195	2173	2635	1460
765	1520	5734	792	498	1610	3040	3329	1269	2053	2595	1308
954	119	5050	1435	1660	2527	1650	1829	1352	562	1310	450
082	1336	6273	1915	1834	1454	2012	2687	2158	1470	2506	777
751	1106	5839	2226	2294	2207	1238	1960	2286	907	2023	738
472	1839	5990	1048	660	1397	3300	3644	1553	2354	2929	1577
280	3848	7806	3130	2699	1436	4851	5526	3648	4236	5028	3412
934	2682	2612	2341	2724	4739	3794	3048	1881	2960	2027	3190
006	1346	4130	2560	2904	3838	1184	543	2219	945	636	1754
753	5190	313	5253	5644	7629	5305	4305	4769	5147	4042	5748
991	1478	6409	1915	1789	1263	2198	2878	2202	1650	2668	922
999	1436	6056	1211	996	1289	2734	3178	1614	1871	2627	1052
870	720	4241	1377	1765	3214	2054	1763	999	1023	764	1268
990	2190	2790	2716	3148	4767	2610	1706	2209	2142	1029	2742
026	1971	4825	628	644	2650	3671	3599	848	2557	2666	2085
776	2776	1469	1749	1320	1493	4211	4583	2258	3295	3817	2507
776	2666	7483	2589	2262	115	3317	4097	3034	2891	3881	2132
935	2193	3408	1566	1930	3966	3613	3082	1152	2609	1948	2627
994	3214	2087	3848	4281	5826	3087	2084	3338	3018	1994	3740
020	834	5771	1588	1616	1847	1830	2338	1740	1052	2024	276
888	1878	6651	2738	2674	1807	1728	2639	2926	1731	2846	1390
661	1223	5342	2579	2755	2916	562	1286	2486	695	1648	1178
555	2852	6873	2059	1629	1033	4100	4614	2576	3306	3990	2484
	3018	7442	2519	2114	581	3976	4651	3024	3371	4223	2553
218		4938	1387	1640	2613	1701	1810	1266	591	1220	559
842	4938		4949	5336	7333	5171	4167	4469	4931	3818	5496
219	1387	4949		433	2401	3084	3087	518	1977	2136	1491
414	1640	5336	433		2053	3291	3416	950	2221	2529	1596
881	2613	7333	2401	2053		3416	4141	2866	2894	3833	2102
776	1701	5171	3084	3291	3416		1004	2932	1118	1767	1733
751	1810	4167	3087	3416	4141	1004		2761	1308	1142	2133
424	1266	4469	518	950	2866	2932	2761		1818	1719	1565
771	591	4931	1977	2221	2894	1118	1308	1818		1116	827
823	1220	3818	2136	2529	3833	1767	1142	1719	1116		1751
553	559	5496	1491	1596	2102	1733	2133	1565	827	1751	

off with impunity. Some time ago a message was received from an oiler in the Pacific: "Being attacked by 10 Jap planes." This was followed a short time later with the terse message: "OK." A third message announced: "Ten more planes attacking." Within a few minutes a final message reported: "OK." A later report revealed that during the course of the action the oiler had been hit and set ablaze but had been saved by the action of her own crew, which fought off the bombing attacks and put out the fire.

Even though auxiliaries are well armed and able to protect themselves under all circumstances, they do not invite attack and usually remain well in the rear when accompanying a task force. After a task group has struck, it meets the train at some prearranged rendezvous for refueling and repair of battle damages.

Use of floating drydocks has been emphasized as our naval front moves farther and farther away from Pearl Harbor. At advance bases we now have drydocks that were towed across the Pacific, section by section. Some of the larger ones can drydock the largest battleship in the world. Their availability near the front enables warships to operate with time out only for major overhauls at navy yards.

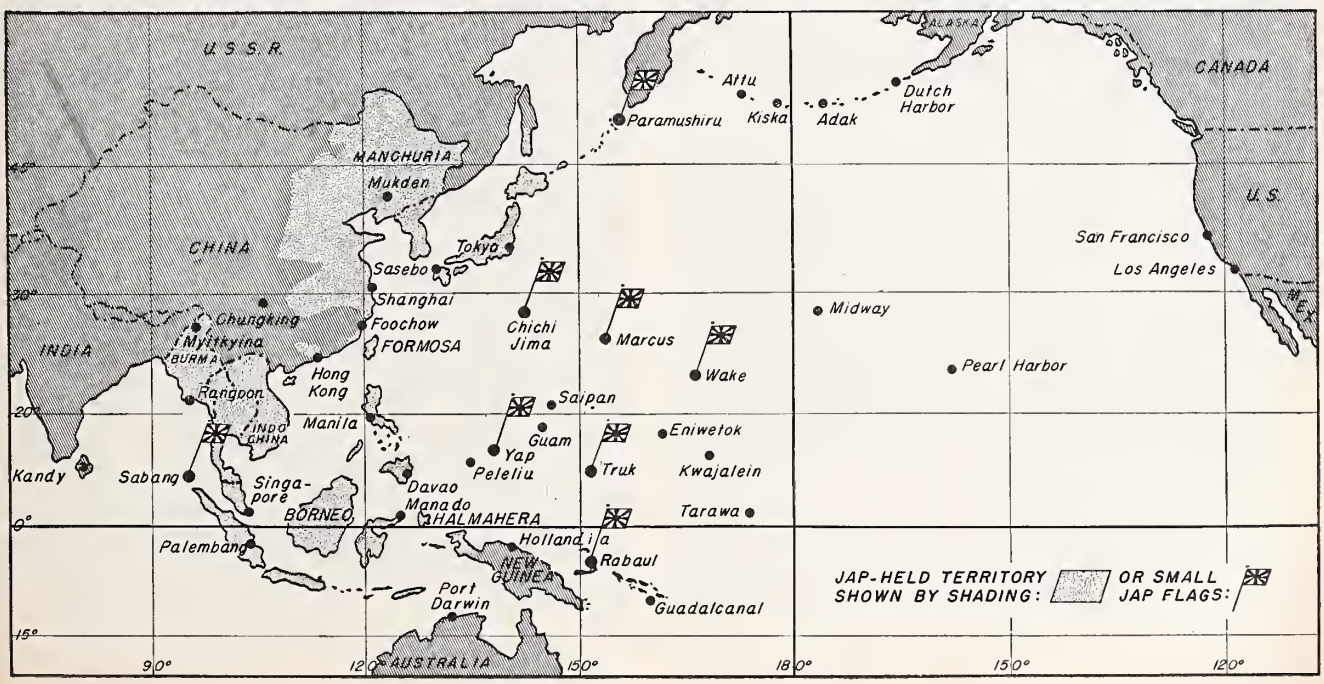
We also have submarine rescue vessels (ASR), designed and equipped primarily to rescue crews of disabled subs in waters up to 300 feet in depth. Special salvage gear, including diving outfits, decompression chambers, compressed air supplies and rescue chambers are carried on board for use in rescuing personnel from distressed submarines. They are distinct from salvage vessels, which are equipped for diving operations in water up to 60 feet deep. The latter perform all types of salvage, from refloating sunken or stranded vessels to clearing wrecked harbors.

In order that men in the fleet and at advanced bases may have fresh vegetables, fruit and meat, special refrigerator ships have been added to the "A fleet."

The auxiliary fleet has been increased nearly tenfold in the last 3½ years, and it will have been more than doubled between January 1944 and January 1945. On 1 Jan. 1941 the Navy had 85 auxiliaries in operation; today it has approximately 800. Present plans call for 1,630 auxiliaries early in 1945—a fleet totaling well over 10,000,000 tons full-load displacement.

Most of the auxiliary craft have been built by the U.S. Maritime Commission as commercial vessels and have been converted for special needs of the Navy under the direction of BuShips. The C-3 type, one of the largest and speediest of the commission's cargo vessels for both cargo and passengers, has been converted to many Navy uses. Even larger are the twin-screw passenger ships, designed for postwar passenger use, which have been redesigned as troop transports.

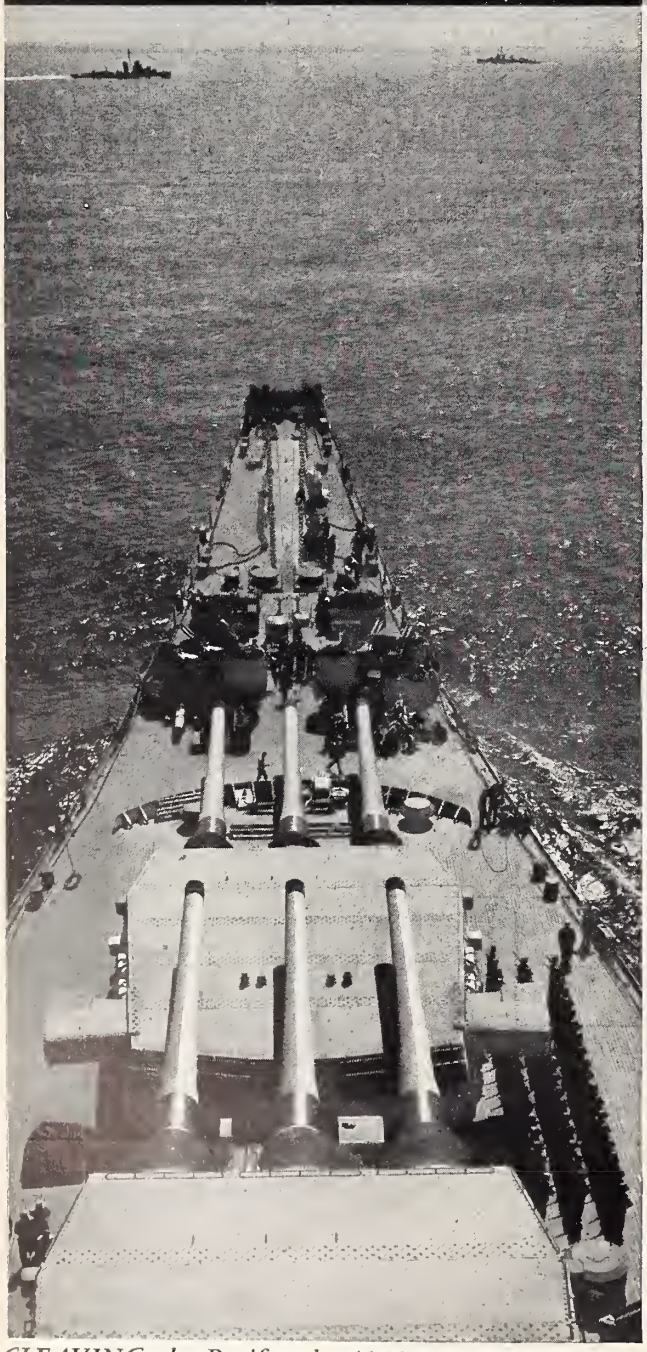
Our auxiliary fleet, which makes up 29% of the total tonnage in the U.S. fleet, constantly is undergoing changes to keep pace with changing needs. A year ago the emphasis was on the landing craft for amphibious operations. Today the need is for attack transports and cargo ships, and for oilers and tankers to fuel our far-ranging fighting ships. As the war progresses and new strategies are mapped out, naval architects and marine engineers are always ready with new-type auxiliaries to meet the requirements of our mobile fleet.



PORTRAIT OF A BATTLEWAGON

New Pictures of USS Iowa Show Navy's Mightiest Surface Weapon

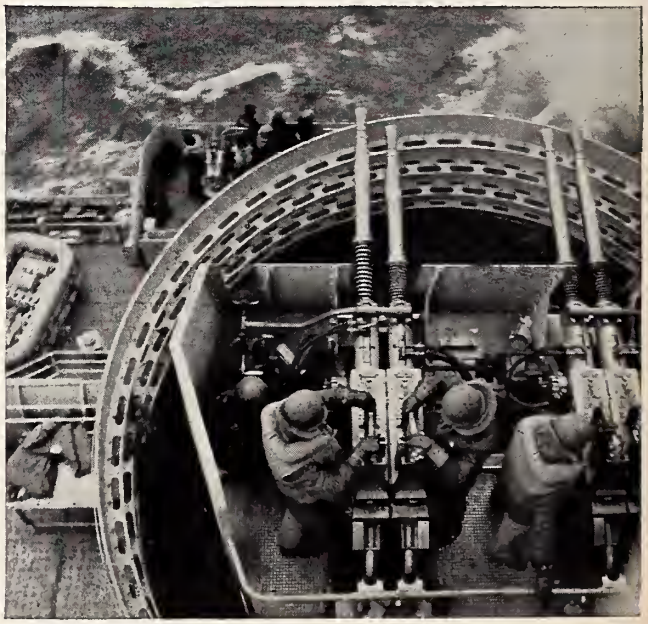




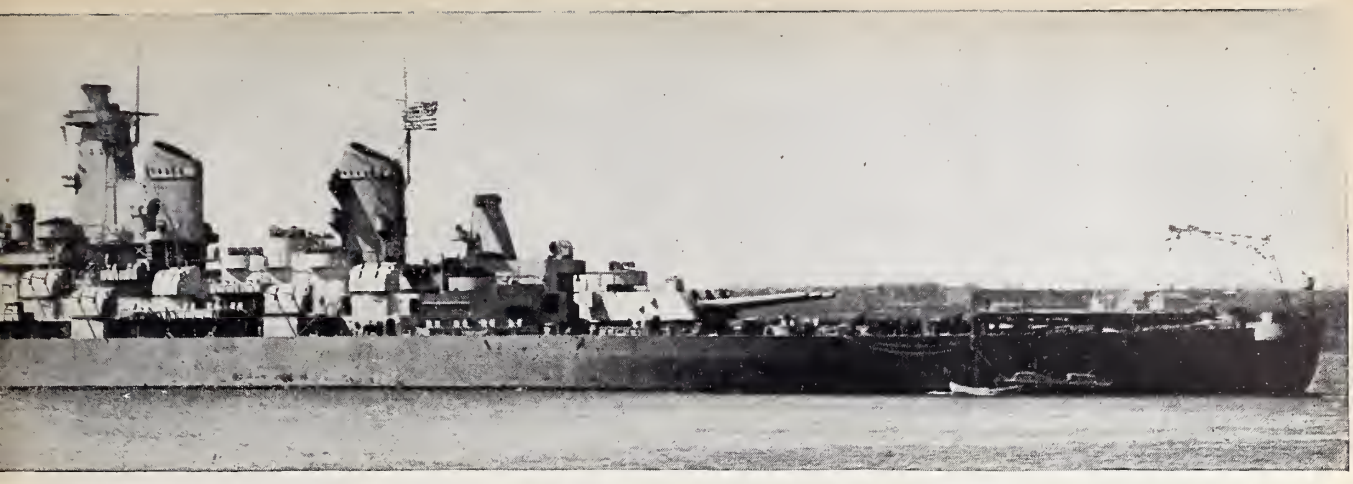
CLEAVING the Pacific, the 45,000-ton USS Iowa resembles head of an arrow when seen from the bridge.



WASHDAY: Crewmen swab deck under big guns of the Iowa, fourth U. S. ship of that name.

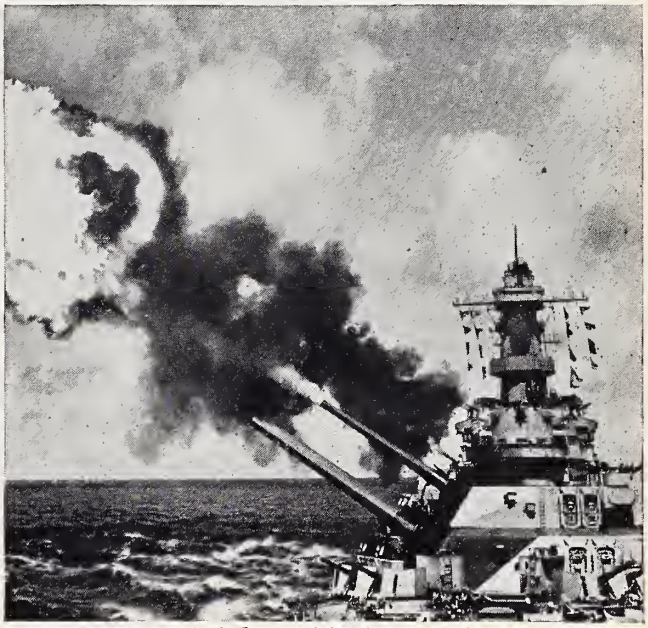


ANTIAIRCRAFT: Gunners in foreground load clips into 40-mm. quads. Beyond, at left, is a 20-mm. gun.





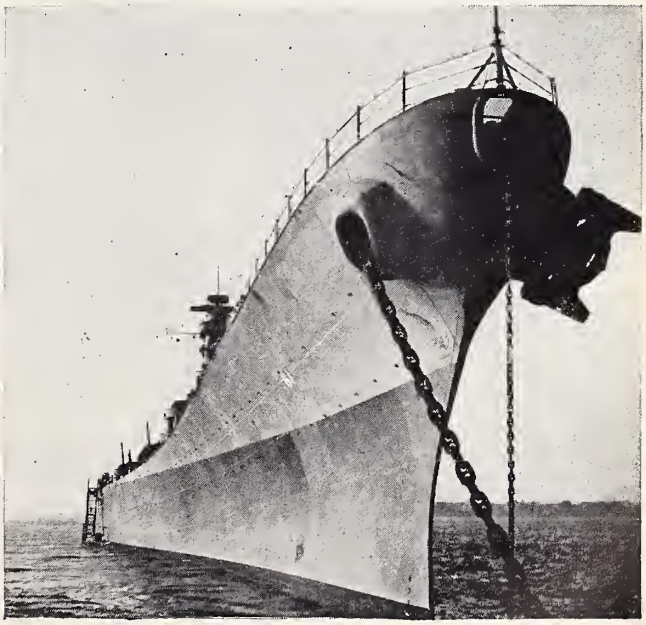
MACHINE SHOP has necessary mechanical equipment to make all except major repairs to ship.



FIREPOWER: Mighty 16-inch guns hammer at distant target in preparation for strike in the Pacific.



FIGHTING TRIM: Calisthenics on deck of the Iowa keep muscles in tone for the battles to come.



BOW-ON VIEW of the "Big I" gives indication of her slim, deadly lines.

Official U. S. Navy photographs



Blazing Jap bomber misses DD, hits C

They Like It Rugged

Men of the Splinter Fleet Know Only 2 Kinds of Quarters: Small—and General!

WHENEVER sailors congregate, from Cherbourg to Saipan, and debate which type of duty in the Navy is the most rugged, the boys of the Southwest Pacific "splinter fleet" will have plenty of arguments to support the case for their branch of the service.

Their little SCs, PCs and YMSs—all small vessels with limited facilities—seldom make the headlines, but many a Jap plane and sub has felt their sting. Far out on the fringe of the Pacific war zone, they are in there pitching when we make an amphibious assault. After the beachhead has been secured they take over the duty of escorting the ships supplying the new base. And when the Jap planes have been chased out of the area and things quiet down, the splinter fleet moves on to another advanced area—to repeat the performance.

Typical of the vessels of the escort and minecraft squadrons, serving day in and day out to keep our forces leapfrogging toward Japan, is the *SC 699*. Known as the "Shootin' *699*," she participated in 11 amphibious operations in the Southwest Pacific in 11 months, with never a breather, or a trip south of Milne Bay, in all that time. Her skipper was Lt. (jg) James W. Foristel, USNR, who gave up a St. Louis law practice for a crack at the Nipponese.

In the landing at Arawe, New Britain, in December 1943, the Shootin' *699*, already a combat veteran with several enemy planes to her credit, gave the Japs a dazzling exhibition of broken-field running as she came in under their shore batteries and rescued from the water 71 men who had been shot out of rubber landing boats. For this daring exploit Lieutenant Foristel received the Silver Star Medal.

His citation from Vice Admiral Thomas C. Kinkaid, USN, commander of the 7th Fleet, stated that he "daringly and skillfully carried out sea rescue operations within known gun range of a Japanese shore battery, thereby saving the lives of many of the wounded." The citation told how the *699* was strafed by six enemy fighter planes, but shot one down and forced the others to turn away.

Later at Biak, in the Schouten Islands, the *699* proved that she could take it, as well as dish it out. Just as a beachhead had been established, five Jap planes dove out of the sun. Three vanished in the confusion of shore and destroyer ack-ack. One of the remaining planes, ablaze from jabs of the little SC's 40-mm. gun, fell into a steep spiral, just cleared the bridge of a destroyer, struck the water with its left wing and catapulted into the speeding *699*.

When the confusion had subsided, it was found that a twin-motored Jap plane was plastered all over the little sub-chaser, one motor being actually imbedded in the hull. Wreckage of the plane was thrown overboard from the quivering, blazing SC. With two of her crew dead, others severely burned or injured and her skipper and several of the crew thrown into the water by the impact, the executive officer, Lt. (jg) Orville A. Wahrenbrock, USNR, of San Diego, Calif., led the remainder of the crew in fighting the fire and



happened off Biak last May. Drawing is based on eyewitness reports.

jettisoning the exploding ammunition. The engineer and gunnery officer, Lt. (jg) Henry G. Reents, USNR, of Weed, Calif., although injured himself, was aiding other injured men in the water.

Finally, with the help of other ships in the force, the fire was extinguished and the *699* was towed back to a repair base. There the crew enjoyed their first holiday in 11 months while the *699* was being patched up. Soon she will be back in the lineup.

Life on a small craft is no bed of roses. The crew of 25 or so live in cramped, sometimes stuffy quarters with few facilities for recreation or opportunities for shore leave. Like a woman's work, the splinter fleet's job is never done: Combat operations consist of successive actions, with time out between rounds, but escort operations go on 365 days in the year. When an escort vessel is laid up for an overhaul, her crew seldom can get ashore and relax; they have to do much of the repair work themselves. Larger ships may get back to Australia occasionally, but small craft can't be spared for that long journey; not only are they too busy but, because of their slower speed, couldn't make the trip so quickly as larger ships.

Some of our older Pacific bases have fine athletic fields, good movies and rest camps, but the splinter fleet usually operates too far forward to enjoy these luxuries. Listening to the radio is about the only recreation their crews can count on. Even a bath in fresh water is a luxury, because these small vessels do not have evaporators and must depend upon larger ships or advance bases for water supply.

Nearly all the officers and men who make up the crews are reservists who were trained at the Sub Chaser Training Center, Miami, Fla. Many of them never saw salt water before they joined the Navy. Few are over 35 years of age, because this type of duty is definitely a young man's work. But the young men who are doing it wouldn't trade their duty for any other in the Navy.

Many a small-craft skipper has added gray hairs from the strain of trying to avoid treacherous shoals and coral reefs. Even with the most painstaking navigation a vessel may run aground or rip a hole in her hull. The waters where they operate are among the most poorly charted in the world.

Typical of the splinter fleet's routine escort missions were three trips made by the *SC 743* to Arawe in December 1943 while escorting landing craft engaged in resupply of the new base. Enemy planes attacked the convoys seven times, each time while the landing craft were unloading and highly vulnerable to dive-bombing attacks.

In two of the seven attacks the *743* was not a direct target herself and was able to fire at the planes over the other vessels. In the other five attacks she was too busy repelling planes near her to furnish much protection for other ships. For "heroic and meritorious service" on this occasion her CO, Lieut. William W. Robinson, USNR, was awarded the Bronze Star Medal.

Jap divebombers had learned to take advantage of the opportunities for strafing and bombing attacks during unloading operations. Weary gunners on the escort ships hopefully scanned the skies for friendly fighter planes to help them drive away the Japs. But for the Nips' exceedingly inaccurate divebombing, probably due to the intense ack-ack fire of all ships, many more of our vessels might have been sunk or damaged.

As it was, our losses during these three trips were one coastal transport sunk, another seriously damaged, and a coastal transport, a minesweeper and the *SC 743* put out of action by minor damage.

Two men aboard the *743* were killed, one was seriously wounded, two were slightly wounded and four others were knocked out temporarily. The small crew was so depleted that one man recuperating from an appendicitis operation volunteered to fill in for one of the casualties on a gun crew. The only material damage to the *743* was a few scattered bullet and shrapnel holes. Such is the daily routine on a subchaser.

Despite the strain of frequent daylong general quarters under a burning sun, when divebombing attacks may be expected at any minute, splinter fleet crews have maintained excellent morale. They know their small craft are tackling hazardous missions far beyond the use originally contemplated for them; they know the larger warships and landing craft get the glory in amphibious operations; they know their ships haven't the speed of PT-boats or the armament of large warships to ward off air attacks.

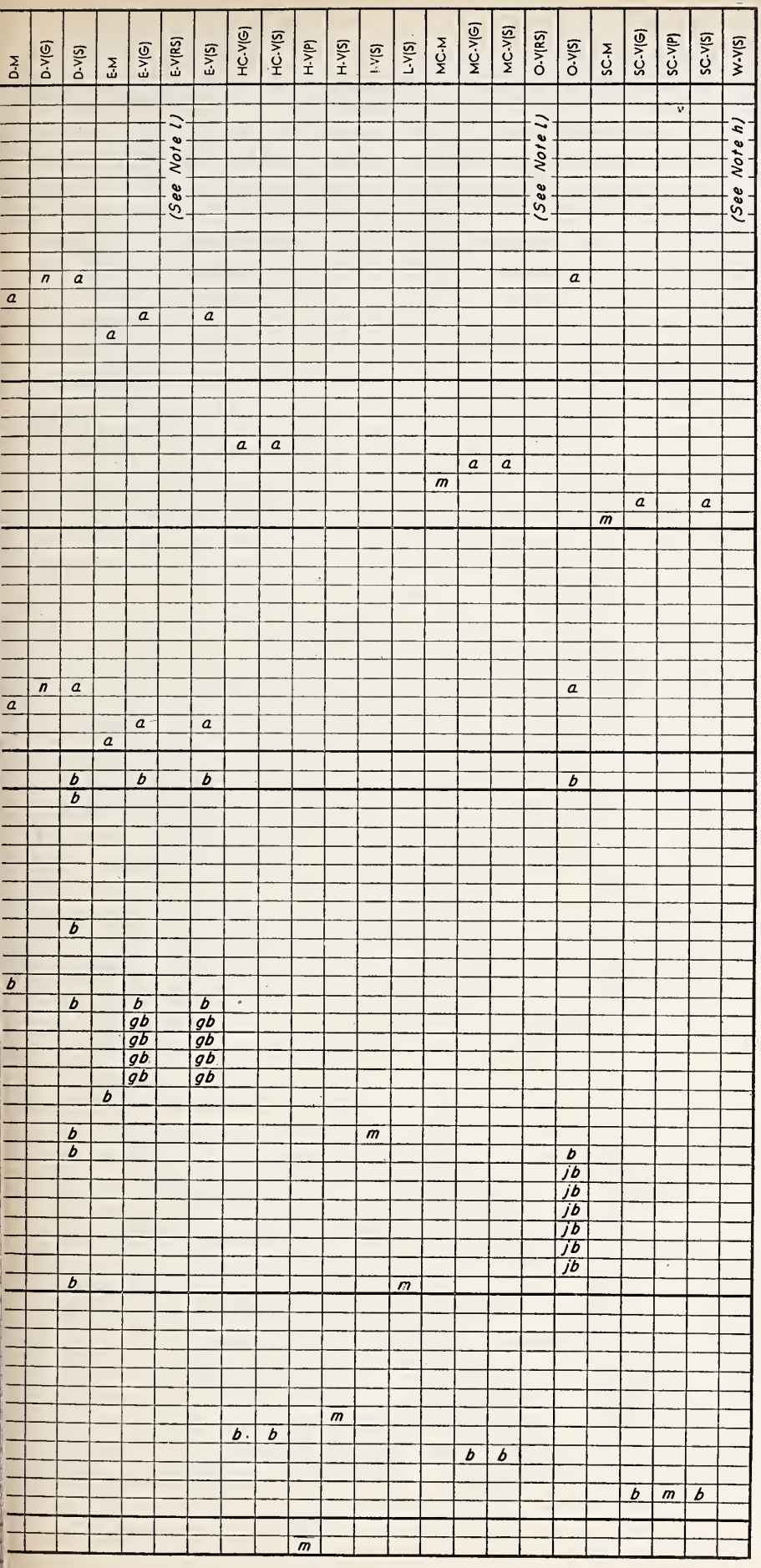
But they know, too, that they're doing a necessary job and doing it well, and they wouldn't swap it for a billet in the best "pig boat" or "tin can" in the U. S. Navy.

What's in a Name?



TONNAGE comes from the word "tun," meaning a large barrel or cask for carrying wine. In the early days of sail, especially at Bordeaux, France, a vessel's size was measured by her capacity for carrying wine tuns —hence, her tunnage or, later, tonnage.

NEW CLASSIFICATIONS / OLD CLASSIFICATIONS	A-V(G)	A-V(P)	A-V(N)	A-V(RS)	A-V(S)	A-V(T)	CC-V(S)	CEC-V(S)	CHC-V(G)	CHC-V(P)	CHC-V(S)	C-V(G)	C-V(L)	C-V(S)	C-V(X)	DC-V(G)	DC-V(S)	DE-M	DE-F	DE-V(G)	DE-V(S)
GENERAL SERVICE—UNLIMITED LINE STAFF																					
(A): Aviation non-flying					a																
(AD): Aviation non-flying and deck					a																
(A1): Heavier-than-air pilot, formerly A-V(N)		(See Note k)	e	(See Note l)															(See Note k)		
(A2): Lighter-than-air pilot, formerly A-V(N)			f																		
(A3): Heavier-than-air pilot, formerly A-V(G)	e																				
(A4): Lighter-than-air pilot, formerly A-V(G)	f																				
(A5): Heavier-than-air pilot, formerly A-V(T)						e															
(A6): Lighter-than-air pilot, formerly A-V(T)						f															
(C): Communications												a		a							
(CD): Communications and deck												a		a							
(D): Deck					a																a
(DM): Deck, Merchant Marine																					
(E): Engineering																					a
(EM): Engineering, Merchant Marine																					
(DE): Deck and engineering																				m	a
(DEM): Deck and engineering, Merchant Marine																		a			
CEC: Civil Engineer Corps																					
CHC: Chaplain Corps									a		a										
DC: Dental Corps																a	a				
HC: Hospital Corps																					
MC: Medical Corps																					
MCM: Medical Corps, Merchant Marine																					
SC: Supply Corps																					
SCM: Supply Corps, Merchant Marine																					
GENERAL SERVICE—LIMITED LINE																					
(A)L: Aviation non-flying					a																
(A1)L: Heavier-than-air pilot, formerly A-V(N)			e																		
(A2)L: Lighter-than-air pilot, formerly A-V(N)			f																		
(A3)L: Heavier-than-air pilot, formerly A-V(G)	e																				
(A4)L: Lighter-than-air pilot, formerly A-V(G)	f																				
(A5)L: Heavier-than-air pilot, formerly A-V(T)						e															
(A6)L: Lighter-than-air pilot, formerly A-V(T)						f															
(C)L: Communications												a		a							
(D)L: Deck					a																a
(DM)L: Deck, Merchant Marine																					
(E)L: Engineering																					a
(EM)L: Engineering, Merchant Marine																					
SPECIAL SERVICE—UNLIMITED LINE																					
(W): Unrestricted (female)																					
(S): Unrestricted (male)					b							b		b							b
S(A): Aviation non-flying duties					b																
S(A1): Heavier-than-air pilot, formerly A-V(N)			c																		
S(A2): Lighter-than-air pilot, formerly A-V(N)			d																		
S(A3): Heavier-than-air pilot, formerly A-V(G)	c																				
S(A4): Lighter-than-air pilot, formerly A-V(G)	d																				
S(A5): Heavier-than-air pilot, formerly A-V(T)						c															
S(A6): Lighter-than-air pilot, formerly A-V(T)						d															
S(C): General communications duties												b		b							
S(C1): Special communications duties, restricted to former C-V(L)													m								
S(C2): Special communications duties, restricted to former C-V(X)															m						
S(DM): Merchant Marine, deck duties																					
S(E): General engineering duties																					b
S(E1): Special engineering duties, equivalent to EDO hull							g														g
S(E2): Special engineering duties, equivalent to EDO machinery							g														g
S(E3): Special engineering duties, equivalent to EDO electrical							g														g
S(E4): Special engineering duties, equivalent to EDO diesel							g														g
S(EM): Merchant Marine engineering duties																					
S(DEM): Merchant Marine deck and engineering duties																		b			
S(I): Intelligence duties																					
S(O): General ordnance duties																					
S(O1): Special ordnance duties in ordnance engineering																					
S(O2): Special ordnance duties in aviation ordnance																					
S(O3): Special ordnance duties in fire control and guns																					
S(O4): Special ordnance duties in ammunition and explosives																					
S(O5): Special ordnance duties in torpedoes																					
S(O6): Special ordnance duties in underwater ordnance																					
S(L): Legal duties																					
SPECIAL SERVICE—LIMITED LINE STAFF																					
CHC(S): Chaplain Corps									b		b										
CEC(S): General duties of Civil Engineer Corps								o													
CEC(S1): Special CEC duties as mechanical engineer								o													
CEC(S2): Special CEC duties as electrical engineer								o													
CEC(S3): Special CEC duties as cargo handling specialist								o													
DC(S): Dental Corps																b	b				
H(S): Special duty in Medical Corps, restricted to former H-V(S)																					
HC(S): Hospital Corps																					
MC(S): Medical Corps																					
MCM(S): Medical Corps, Merchant Marine																					
SC(S): Supply Corps																					
SCM(S): Supply Corps, Merchant Marine																					
PROBATIONARY STAFF																					
CHC(P): Duties in Chaplain Corps, restricted to former CHC-V(P)										m											
H(P): Leading to (S)H classification, restricted to former H-V(P)																					



New Plan Adopted For Classification Of Reserve Officers

A NEW system for the classification of reserve commissioned and warrant officers, with symbols to describe more exactly than those now used the qualifications necessary for the designation of officer personnel to specific types of duty, both at sea and ashore, has been announced. The plan is covered by BuPers Circ. Ltr. 298-44 (NDB, 30 Sept. 1944, 44-1146).

The new system is intended to make possible more efficient use of officer strength and to enable many officers now restricted in duty by their present designations to be eligible for

(*Continued on next page*)

HOW TO READ THE CHART

Find your present classification along top of page. By checking down that column to where any notation appears, and then by referring across to the lefthand column, you can tell into which new classification you may be changed. Notations, in small letters, refer to the following qualification and instruction:

- a: If General Service.
- b: If Special Service.
- c: If heavier-than-air and Special Service.
- d: If lighter-than-air and Special Service.
- e: If heavier-than-air and General Service.
- f: If lighter-than-air and General Service.
- g: To be classified under S(E and numeral) indicating particular specialty within engineering for which best qualified.
- h: Officers in the Women's Reserve receive Special Service classifications on the same basis as do male officers: Special Service limited line classifications carry W instead of S before ( ); for staff corps Special Service limited classifications the W replaces S in ( ).
- j: To be classified under S(O and numeral) indicating particular specialty within ordnance for which best qualified.
- k: To be assigned new classification where best qualified.
- l: To be assigned to proper engineering or aviation classification where best qualified, with (T) appended to classification symbol.
- m: To be reclassified to symbol in corresponding lefthand column.
- n: D-V(G) officers professionally qualified for *all* duties of rank to be reclassified (D). D-V(G) officers *not* qualified for *all* duties of rank to be reclassified (D)L.
- o: CEC-V(S) officers to be reclassified CEC(S), unless they have a particular specialty falling under CEC(S1, 2 or 3).

By Alnav No. 195, issued after publication of the basic letter on which the chart is based, six additional classifications were created: (A1D) through (A6D), indicating General Service Unlimited line officers who, in addition to fulfilling the heavier-than-air pilot requirements, are qualified for all deck duties afloat, including the assumption of command of surface ships under Article 819 of Navy Regs. Men now A-V(N), A-V(G), or A-V(T) may be reclassified into these new designations.

The Alnav also provides that transfers between line and staff corps or between various staff corps cannot be made in advance of specific approval by BuPers.

broader assignment. Likewise it limits officers trained and qualified to fill specialized duties to those jobs.

Under the new plan officers are to be divided into two basic categories: (1) General Service officers, unlimited and limited duty; (2) Special Service officers, unlimited or limited duty. Both line and staff corps personnel are included in each basic classification.

General Service officers are those eligible for sea duty and, ultimately, for rotation between sea and shore. They must meet all standards prescribed by BuPers, and their medical records must indicate that they are physically qualified for sea duty. In addition, they must be able to meet the following requirements:

(1) Visual acuity, each eye, 15/20 uncorrected, corrected to or correctable to 20/20.
(2) Hearing 15/15, each ear, whispered voice or spoken voice.
(3) Color perception as tested by American Optical Co. test, 1940.

A General Service officer's eligibility to receive training for sea duty is determined, in each individual case, on the basis of such factors as physical qualifications, age, rank, naval experience in relation to age and rank, and technical proficiency in special fields.

Officers who are qualified to perform *all* duties of their rank within their classification at sea are to be classified to *Unlimited* General Service. Those who are not so qualified are to be placed in the *Limited* General Service classification.

Included in the second basic category, Special Service officers, will be personnel who would normally be restricted to shore duty, either within or outside the continental limits, or those who would be assigned to sea duty only in a specialist billet in which physical qualifications are not pertinent.

The Special Service classification will include three types of officers: (1) (S)—Unlimited general administrative officers; (2) S (with bureau cognizance letter)—officers whose assignment is of paramount interest to the bureau whose letter they bear; (3) S (with bureau cognizance letter plus a numeral)—officers who are bonafide technical specialists who can be considered as the reserve equivalent of an EDO of the regular Navy. It is expected that the number of officers within the last category will be strictly limited.

The Special Service classification will include officers not physically qualified for sea duty; personnel whose special training and service can be used to best advantage ashore and officers disqualified for sea duty because of incompatibility of rank, age and previous sea experience.

The *Unlimited* designation under Special Service is used to indicate any officer who is qualified for assignment to any general administrative billet ashore either within the continental limits or at an advance base. The *Limited* designation under Special Service is for officers who should be restricted to a particular type of duty ashore.

Whenever, in the opinion of the CO, an officer on sea duty who has a Limited General Service classification qualifies himself for satisfactory performance of all duties of his rank within his classification, the (L) designator for Limited may be dropped. The change becomes official when notice of it is received by BuPers.

The directive also clarifies Article 819 of Navy Regulations, which deals with the assumption of command of a vessel in the event the regularly assigned CO is absent, disabled, relieved from duty or detached without relief. The circular letter states that only those reservist officers who carry any of the following designations are considered qualified for the performance of all deck duties afloat, and therefore qualified to assume command: (DE), (D), (A D), (D M), (C D) and (DEM).

Women's Reserve officers may be reclassified in any unrestricted Special Service assignment ashore, or they may be restricted to a particular type of duty under the Limited Special Service classification.

Warrant officers are to be assigned new classifications on the same basis as are commissioned officers. The classification assigned is to be in addition to a warrant officer's grade.

With the exception of personnel now in CHC-V(P) and H-V(P), the present probationary classifications are being eliminated. As there is no longer any need to differentiate between the Organized and Volunteer Reserve, at least for the present time, the "V" (for Volunteer) is being dropped from all classifications.

The classifications A-V(P) and DE-F are also being eliminated, and personnel in these two groups will be assigned to classifications where best qualified.

Although the reserve officer designations included in the new system have not been designed to indicate the training or special courses which an officer may have had, an exception is made in the case of certain specialized officers in the field of electronics, namely, radio specialist officers, radar officers, intercept officers and fighter director officers. An additional letter designator is carried in the symbols for these officers to indicate the specific type of work for which they are trained. The letter appended is to be carried as long as the officer is qualified in his particular field of electronics in accordance with such standards as may be prescribed.

Radio specialist officers, who are now classified under A-V(RS), E-V (RS) and O-V(RS), designations which are being eliminated, will be changed to appropriate classifications in engineering or aviation. These officers, trained in the technical and material details of radio, radar and underwater sound, will have a (T) appended to their classification symbols. When used in conjunction with an aviation designation, the (T) shall mean that the officer is qualified for the maintenance of airborne electronic gear. The (T), when appended to an engineering designation, indicates qualification for maintenance of shipborne electronic gear. Wave officers who have been trained in the material and technical aspects of radar are to be assigned to an appropriate technical or semi-technical administrative billet, with the appended (T) designator.

The letter (R) will be appended to the designation symbol for radar specialist officers who have received special training in the operation of radar and combat information equipment. Specialist intercept officers will be designated by an additional letter (X) to indicate their qualification to perform the mechanics of aircraft interception. The letter (F) will be appended to indicate specialist fighter director officers who are qualified to control and coordinate fighter direction in one carrier vessel (ship fighter director) or who are qualified for the responsibility of coordination and control of air cover for fleet, task forces, task groups or bases (force fighter director).

Instructions are now being forwarded to COs so that the reclassification of all reserve officers under their command may be made within 30 days of receipt of the circular letter.

The reclassification chart printed on pages 14-15 shows how the revision in symbols will affect reserve officers.

Qualification Jacket to Aid In Placing Officers

So that information will be readily available which will aid in the assignment of officers to duties that will fully utilize their training, experience and qualifications, a system providing for the establishment of a qualification record jacket for each officer below the rank of captain has been initiated by BuPers.

Although designed to help accomplish one of the basic principles of the reclassification system—that of more efficiently placing officer personnel in jobs for which they are best qualified—the plan should not be confused with the reclassification program itself.

Under the procedure established by BuPers, the qualification record jacket is not intended to serve in any way as a "traveling fitness report." It will contain only such information as directed by BuPers, and will be carried by the officer whenever he changes his permanent duty station or reports to a naval training school. The information contained in the jacket will be especially useful in properly assigning officers who are reporting for duty but for whom no specific billet has been designated.

Through the use of qualification questionnaires, the plan will likewise bring up to date the officer records now kept at BuPers, and will provide information useful in formulating the demobilization procedure.

The information will be made available to classification control officers, who have been placed with district commandants and chiefs of air training stations within the U. S. It will be used for locating officers qualified to fill other billets within a district or command.

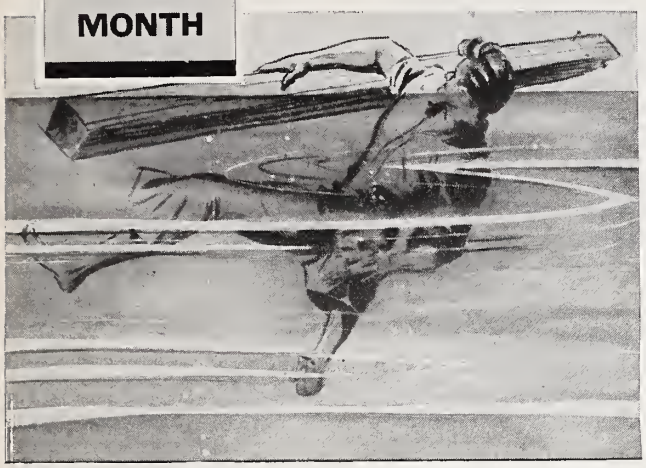
The plan affects all commissioned and warrant officers, line and staff, below the rank of captain, all midshipmen and aviation cadets one month prior to commissioning and all Wave officers and Navy nurses.

For details see BuPers Circ. Ltr. 310-44 (NDB, 15 Oct. 1944, 44-1188).

BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

TRAINING TIP OF THE MONTH

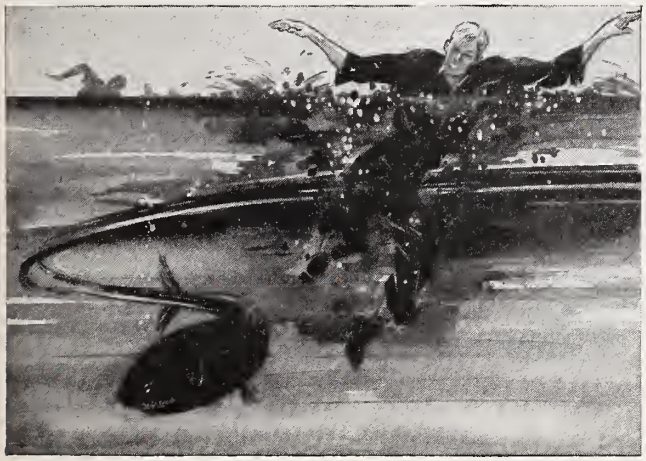
Swimming When the Going's Tough



IN COLD WATER: Obtain something to hang on to, no matter how good a swimmer you are. Keep moving and massage your arms and legs.



IN SURF: Use the side or breast stroke. Ride a small wave and surface-dive to end the ride just before the wave breaks.



IN SHARK-INFESTED WATERS: Swim quietly in groups. Keep your shoes on. If fish attack, splash and yell to frighten them away.



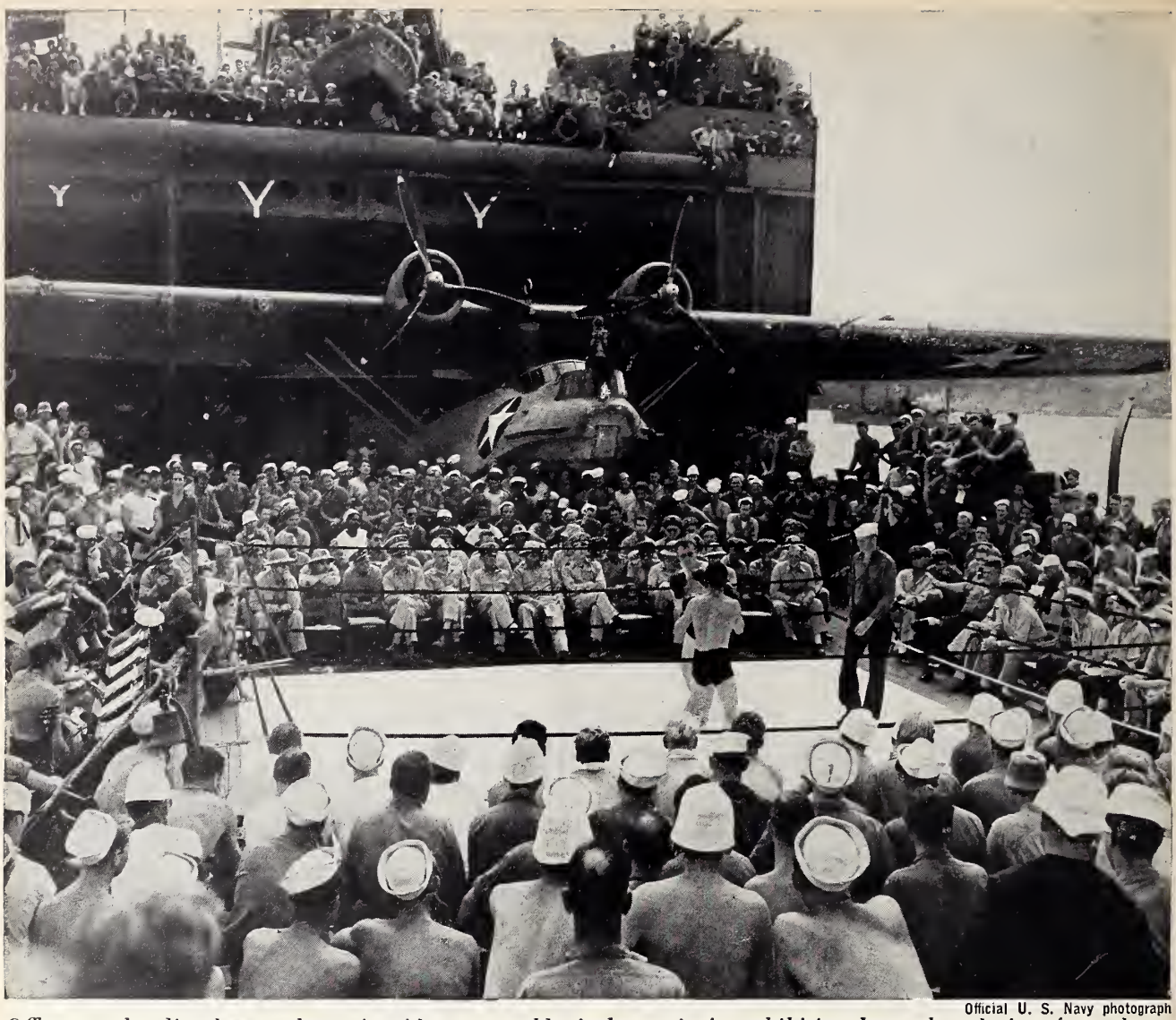
IN UNDERWATER PLANTS: Stay near surface and move calmly. Remove clinging vegetation as if it were clothing. Don't thrash about.



IN CURRENTS: Swim parallel to shore or diagonally across until out of current. If caught in undertow, push off bottom to surface.

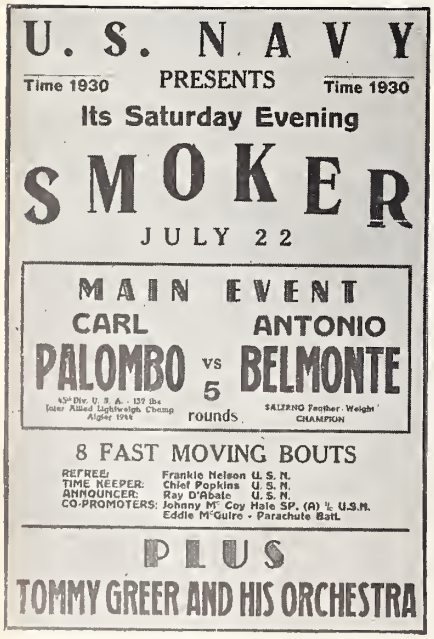


IN RAPIDS: Swim feet first on back in shallow rapids. Keep body horizontal and "fin" with hands at hip level for protection against rocks.



Official U. S. Navy photograph

Officers and enlisted men share ringside seats as bluejackets mix in exhibition bout aboard aircraft tender.



Handbill advertises Navy smoker at Salerno, Italy.

Fighting For Fun

When sailors aren't fighting the Japs or the Nazis, one of their favorite pastimes is seeing a good fight in a Navy-promoted smoker. This is one form of entertainment that can be staged anywhere—on the hangar deck of a carrier, in an open-air arena on Guadalcanal, or in the bomb-spattered Salerno Opera House.

The talent doesn't have to be imported from the States because most of the outstanding ring champions are in the armed forces, battling under the management of Uncle Sam. Nearly every ship and station has some amateur boxers or wrestlers, and often some topnotch professionals.

Some of those youngsters appearing on cards at Guadalcanal or Salerno may become world's champions after the war. Gene Tunney, now a commander in the Naval Reserve, emerged from World War I to become the world's heavyweight champion. Odds are that some comparatively now-unknown serviceman will some day lift Joe Louis' heavyweight crown.

It's the job of the Navy's welfare and recreation officers to see that naval activities, including ships and advance bases, have entertainment. They have found that USO shows with radio and film celebrities are always popular, but when these are not available there's nothing which draws larger crowds or excites more enthusiasm than a good smoker.

These may be small affairs, with men from a single ship participating, or they may be area elimination tournaments comparing favorably with the Golden Gloves tourney or Madison Square Garden title bouts. For

example, some 10,000 howling servicemen and natives turned out for the boxing tournament at Guadalcanal last December to decide the South Pacific championships.

In this elimination tourney Tom Heeney, the New Zealander who fought Gene Tunney for the heavyweight crown in 1927, was one of the referees. Now a chief specialist in the Navy, Heeney met his former opponent for the first time since their historic fight when Commander Tunney arrived at Guadalcanal to present medals to the new champions.

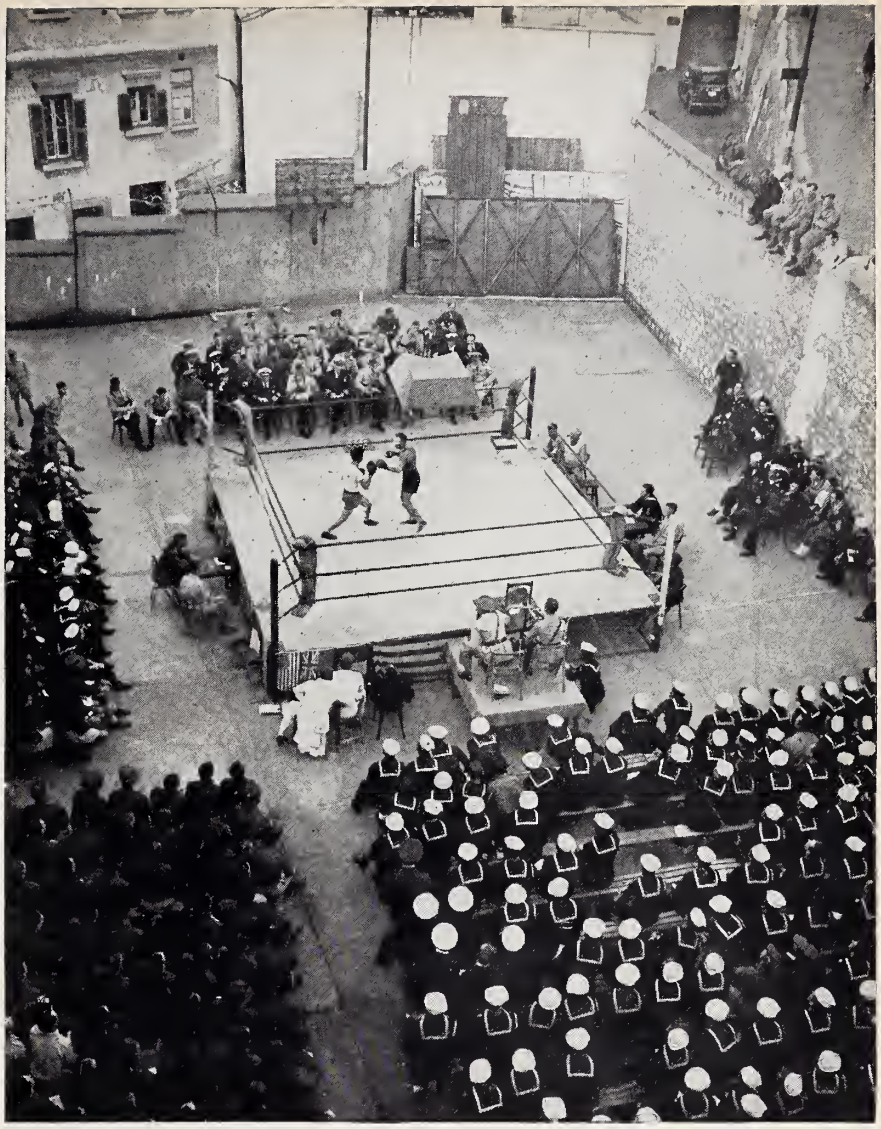
Medals for the South Pacific champions were donated by famous movie stars—Sonja Henie, George Raft, Dorothy Lamour, Joe E. Brown, James Cagney, Lana Turner, Betty Grable, Cary Grant, Bing Crosby, Jean Arthur, Greer Garson and Alice Faye.

Among the champions who came out of the tournament were a set of identical twins—Harvey and Moe Weiss—whom you probably will read about on sports pages after the war. They have been sparring together since childhood, and when they enter the ring they cast aside all brotherly love and really swap punches. They were entered in different weights in the Guadalcanal tournament and mopped up all opposition. Right now they are representing the Marine Corps in a main event against the Japs, but when that fight is over you'll undoubtedly be hearing more about the Weiss brothers.

Navy matchmakers are careful to match boxers of equal ability. If they see that one man clearly outclasses the other, the referee is instructed to stop the bout. It's all for fun and entertainment, and injuries to contestants are rare.

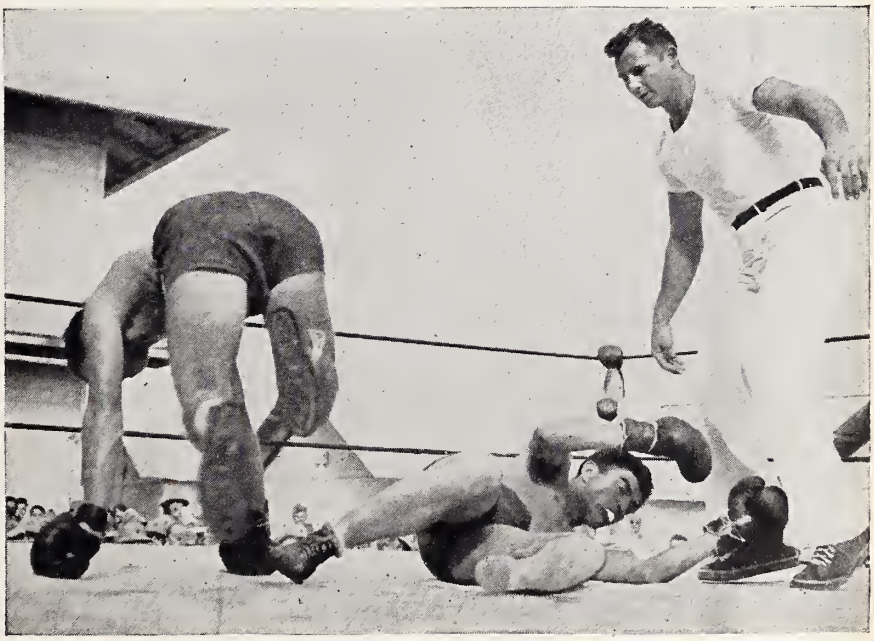
Saturday night smokers are a regular event at the big outdoor arenas at New Caledonia, Guadalcanal and at other Pacific bases. Usually you'll see the commanding admiral or general in a ringside seat. Admiral Halsey is an avid fight fan. A crowd of 8,000 often attends the smokers at Guadalcanal or Espiritu Santo. Natives perch in surrounding palm trees and marvel at the strange antics of the Americans.

Madison Square Garden nowadays doesn't have better cards than a recent smoker promoted by the Navy in the Salerno Opera House. Carl Palombo, Allied featherweight champion, outpointed Antonio Belmonte, Italy's amateur lightweight titleholder, in the six-round main event. In the semi-wind-up, the Navy's Bob Cummings fought a three-round draw with Willie (Refugee) Smith. Cummings was the Navy's representative in the Allied boxing tourney held last February in Algiers. About 5,000 servicemen saw this smoker—and they didn't have to pay $5.50 for ringside seats. All Navy smokers are "on the house."



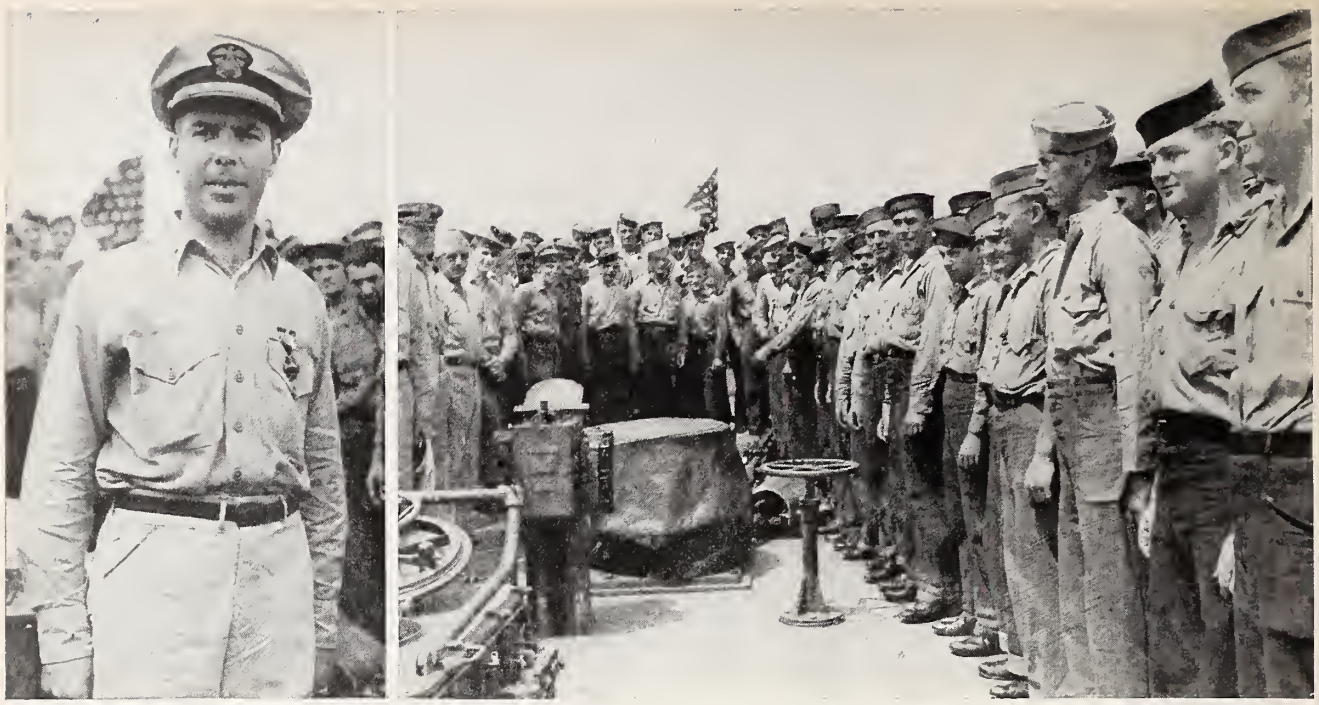
Official U. S. Navy photograph

Gibraltar: A British soldier battles a crewman from a U. S. cruiser.



Official U. S. Marine Corps photograph

Pacific Island: Double knockdown at smoker for marines and sailors.



Official U. S. Navy photographs

COMMANDER (then Lieutenant Commander) MacDonald and members of the O'Bannon's crew are shown on the deck of their destroyer during the ceremony at which he received the Navy Cross and they were commended for their gallant performance in the Battle of Kula Gulf on 5-6 July 1943.

'They Went to Hell and Back'

Skipper of USS O'Bannon Tells How 14 Months of Almost Continuous Action Forged Green Crew and New Ship Into a Great Fighting Team

By Comdr. Donald J. MacDonald, USN

The 2,100-ton destroyer, the USS *O'Bannon*, was brand-new when her crew trooped aboard her for the first time at Boston in June 1942. Their average age was about 19, which meant that some of them were mere children who had fibbed to the recruiting officer, while others were in their 30s and 40s, with children of their own at home. It was early in the war, the services were hard-pressed for men, and a ship had to take what it could get.

BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

REPRINT OF THE MONTH

Seventy-five percent of these lads had never been to sea before. Many had received very little training in seamanship, or, for that matter, in anything else. Some had no idea what the war was about or exactly where Japan was. A considerable number had no more than an elementary-school education, although a few had been about to receive college degrees when they enlisted. They represented nearly every state in the Union, although the majority came from the Eastern seaboard.

As they came awkwardly abroad, duffle bags over their shoulders, uncertain which way to turn, a tall hard-bitten petty officer who had been at sea a dozen years was heard to mutter, "Look at 'em. How you going to win a war with a mob like that? They don't know a gun mount from a horse. It's a sorry-looking crew."

I did not agree. What I saw coming aboard was a cross section of my country, as it was then—raw and untrained youth that had taken freedom and abundance for granted. But I knew also that the children of freedom are ultimately more enduring and more determined than the children of slavery.

Today I know I was right—that this assortment of clerks, mechanics and schoolboys, of Catholics, Protestants and Jews, of Irish, Italians, Scandinavians and colored boys, all lovers of their country, would make a great crew.

Timid and awkward though they were at that moment, they made the greatest crew, I think, that ever sailed into the blazing guns of an enemy. First, as executive officer, under Capt. Ed Wilkinson, later as commanding officer, I served with the *O'Bannon's* indomitable crew, from her commissioning until her recent return from the South Pacific. They fought the Japanese almost continuously for 14 months when the enemy was at the peak of its power, and earned a battle record unequaled, I think, in naval history. And thanks to God and the good judgment of all hands, we did not lose a single man, killed or wounded.

We trained. We worked night and day, getting the boys acquainted with the *O'Bannon*, the *O'Bannon* with the boys. She was a new ship which, like most of the crew, had never been to sea before. They had to be welded together. I am glad now that it was that way. Ship and men grew into great fighters as one. That is one reason why the record is unique.

But we were not great fighters then, not by a long shot. On our first missions into the Atlantic to protect convoys from submarine attack, the boys saw several merchant ships go down. Some of them exploded, went to pieces, and sank immediately into the cold, green water with scarcely a trace. It

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was a shock. It was reality. Many a lad began to ask himself as the sweat broke out on his pale forehead, "What am I doing here? What is it all about? I may be sunk, myself. I may lose my life." And back over the smoking horizon were the green hills of home, a soda at the corner drugstore, a pretty girl waiting to go to the movies. People back there were having a good time. Out here people were dying. It was tough.

If we had got into some real action in the Atlantic—sunk a few subs in a running surface battle—it would have helped a lot, but we dropped only a few depth charges at an invisible enemy with no certain results, then turned and headed the little ship to the South Pacific to meet the Japs. We had had no baptism of fire. But we got one and got it early.

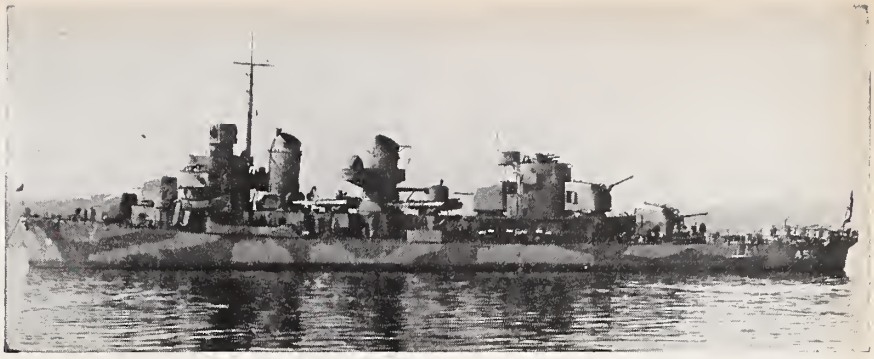
Our baptism was a Niagara of fire —the battle of Guadalcanal, one of the fiercest and most significant naval battles in history. In that battle our task force defeated the major part of the Japanese fleet in the South Pacific, prevented Japan's last desperate attempt to recapture Guadalcanal, and, I think, turned the course of the war in our favor.

Our men were in their prime physically. After a little less than five months aboard the *O'Bannon*, they knew the ship, the sea, and their guns. But they didn't know hell.

On the morning of November 12, 1942, as a member of a convoy escort, we stood off Henderson Airfield on Guadalcanal to cover the landing of Marine reinforcements we had brought up from our base. The boys had been up all night standing by. They were tense.

Hardly had the troops started landing than the Japanese struck from the air. Three waves of torpedo bombers with Zero fighter escorts swept over us in succession. At last we were in action! Our little force stood off and began to maneuver, meanwhile spattering the sky with antiaircraft bursts. From the bridge I could see our green boys, pale and determined, manning the guns like experts. Apparently, they weren't timid any more. As those who followed that battle already know, the guns on the ships and the fighter planes from the airfield all but annihilated those bombers. I think only one escaped; 9 were brought down by the ships, 21 by the fighter planes.

It wasn't so much pride as relief that made the boys smile as we turned back to escort the transports and supply ships away. Everybody thought we were going home. But we weren't. We on the bridge knew that two forces of the Japanese fleet were already on their way down to Guadalcanal, one to bombard Henderson Airfield out of existence, the other to cover the landing of troops above the Marine lines to destroy their beachhead once and for all time.



Official U. S. Navy photograph

USS O'Bannon: "Ship and men grew into great fighters as one."

Thirteen American ships, eight of them destroyers, had been delegated to intercept them. Our ship, instead of heading on to the comfortable safety of the base, turned back toward Guadalcanal. Dismay appeared on every face. Hadn't they just had a battle? Presently we informed the men that another one was likely to ensue, and ordered them to put on their life jackets and stand by at battle stations. We didn't tell them they were about to meet the whole Japanese South Pacific fleet.

We met the enemy in pitch-darkness a little before midnight. The Japs opened up with searchlights. We fired. Everybody fired. It was weird, seeing the big gray ships appear in flashes of light and disappear into utter darkness as the salvos roared. They were like giant, ghostly light bulbs being turned off and on in the twinkling of an eye.

Suddenly we saw the peril of our situation. On one side of our column was a Japanese force possibly headed to bombard Henderson Airfield, on the other was another force covering a Japanese troop landing. We were caught between the two. We went forward.

No man can adequately describe the shock and terror and tremendousness of a great naval battle fought at close range in the dead of night. Everybody was firing. The thunder was deafening. The concerted fire lasted only 20 minutes, but it seemed an eternity. Then the black water began to flicker with the reflection of flame. Ships began to blow up all over the place. One minute the *O'Bannon* was fourth in a column of little destroyers. The next minute she was first in the column. The other three ships had gone down or had been so severly damaged that they had fallen out of our battle line.

Then the order came to cease firing. Our force had to reorganize, to see where we were. I turned and began to maneuver. It was dangerous to continue firing. By this time you couldn't tell friend from foe. A ship in flames sometimes has no identity. A great, burning battleship suddenly swung across our course. We were so close we almost collided with her. We veered very sharply and "backed emergency," missing her. Then we knew she was Japanese. The crew was aboard, dying in the flames. Jap sailors usually have no life jackets.

The water was full of men—friends and enemies. Some were wounded and screaming. But no time to stop now. We had to get out. We had to know where we were. We were low on ammunition and torpedoes and we didn't know the score. This, it seemed to me, was the battle for the world. We couldn't lose everything.

Then there was a deep, muffled explosion under us. The *O'Bannon* seemed to rise out of the water. I thought, "She's going down," for she seemed to plunge head foremost. We slowed down. I called for reports. The ship apparently was undamaged, except that there was a slight misalignment, which cut down our speed. Later we discovered that the hull was pitted, as if by metal fragments. I don't know yet what happened. Either a torpedo exploded in our wake, or the depth charges of a sunken ship went off.

When at last the American force made a rendezvous beyond the scene of battle, we found that of 13 ships that entered the fight only one had got out unscathed. Of our eight destroyers, four were lost, only one was undamaged. Rear Admiral Daniel J. Callaghan, task force commander, had been killed on the bridge of the USS *San Francisco*, as well as Capt. Cassin Young, the *San Francisco's* skipper. The cruiser *Atlanta* had received its deathblow and later was scuttled. And the cruiser *Juneau* was badly damaged, reducing her speed. She was torpedoed later while we were making our way back to our base.

But what of the Japanese? In the entire period of the battle of Guadalcanal they lost two battleships, eight cruisers, six destroyers, and eight transports loaded with troops. Four other Jap transports were destroyed by bombers and shellfire on the beach.

We had gone into battle on the morning of November 12 when the airplanes attacked. Then men of the *O'Bannon* hardly had a wink of sleep until November 15, when we returned to base. They were tense, shocked,

terribly tired. Of course, they were proud that they had been given credit for hits on a battleship and a cruiser, but they were far from happy. This, then, was it, riding up in a tiny ship between row on row of frightfully superior Japanese men-o'-war and trying to sink them? A sea full of burning ships and drowning men instead of a soda at the corner drugstore and a pretty girl coming down the street. So this was the foe, with its supposedly inferior ships and its treacherous little sailors. Whew!

It was a relief to the men that they had come out of their first battle without shedding blood. But for the future it still left bloodshed to the imagination.

A very pleasant memory of that battle, however, was of the light cruiser *Helena*, with which the *O'Bannon* had the honor to serve through many a battle until July 7, 1943, when she went down with her guns still firing. It is seldom that the crew of one ship idolizes another, but it happened in the case of *O'Bannon* and *Helena*. The two ships worked together beautifully in all actions. On the terrible night of November 12-13, it was the *Helena* that fired upon the enemy first, that inflicted some of the worst damage upon him, that seemed to be running to everybody's rescue all of the time, protecting embattled destroyers as if they were her little brothers.

We had hardly returned to base when we were ordered out again—up to Guadalcanal. *My God*, they said, *wasn't it over yet?* No. It hadn't begun. We went up again and again. Sleepless and stunned, we would come down from battle or bombing, only to refuel, load ammunition and supplies, and turn the prow northward to the shoals of death. When I was given command of the ship, I found it pretty hard to cheer up the men when we set out at night again after only a few hours in port. Everybody could see what direction we were heading in, but they didn't want to believe what they saw.

I soon discovered that it was a good thing, before we blacked out the ship preparatory to entering dangerous water, to tell the crew, over the loudspeaker system, just what to expect. I am not at all oratorical. I have never preached or exhorted. I just told them in a matter-of-fact way and voice something like this:

"Men, we probably will intercept a light Japanese task force at about 10:30 o'clock tonight. Sleep a little if you can, until the call for battle stations. Whatever you do, don't worry. Leave that to me."

Cheerless as these little talks were, I am surprised at what they did for the morale of the crew. I had been making these talks a long time when, one night, I forgot to tell them what to expect. My quartermaster came to me and said, "Captain, the men are standing around the loudspeakers waiting for your talk." I was surprised. But I soon discovered that they had become almost superstitious about these cannonside chats. Some of them felt that it was a ritual necessary to victory, that without it they might be sunk.



Official U. S. Navy photograph

THE O'BANNON steams through a cloud of spray and on to new adventures. Lovingly called the "Little Helena" by her men, she has a battle record any crew would be proud of.

One night, on a particularly hazardous expedition, I hesitated to tell them into what grave danger they were going. It was unwise, tense as we always were, to go into details. We had a chance of coming out of it, and there was no reason to worry everybody. We couldn't stop the expedition just because it was going to be tough. So, at the conclusion of my talk, I said, "I suggest that you wear your life jackets. It's a little chilly tonight." We were in the tropics, and the gun mounts were so stuffy and hot you had to supply them with drinking water before battle.

This remark of mine, as we grew tougher and tougher, became one of the stock jokes of the *O'Bannon*. Whenever, in our brief periods of rest, we had what we call in the Navy a "Happy Hour," an entertainment given by all who can perform, I was burlesqued at a wooden mike saying, "It's going to be chilly tonight."

One night when I said, "We may meet a light Japanese task force at 10:30 o'clock," it was reported to me that a big Swedish machinist's mate had said, "Ja, light battleships, light heavy cruisers and light barges that make 45 knots an hour."

This humor relief was helpful in our long period of strain, but the *O'Bannon* had not yet realized herself. The tension which at first affected the very young now began to tell on the older ones, some with children at home.

One older man came to me one night, in tears. "Captain," he said, "I can't go back up there. I can't endure it. Don't you see, sir, we're up here until we're dead."

It was a chilling statement. A lot of us had begun to feel that we were up there until we were dead, that we were the sacrifice that must be made until new ships could be built and sent and new men could be trained.

"I know," I said. "We all hate it. We all want to go home. We can't quit. You know the enemy. We must stop him. Why should we make an exception of you? You are not you. You are part of the sum total of America."

He knew what I meant. He got control of himself.

We were then members of what came to be known as the "Cactus Striking Group," a little band of destroyers which shuttled back and forth between our base and Guadalcanal, attempting to intercept the so-called "Tokyo Express," which came down almost nightly to shell our position there, or reinforce their troops. We had to fight them off if we meant to save the men of Guadalcanal, because Guadal was the keystone of civilization. If we held that, we could eventually fight up through the sea front at New Ireland and New Britain, which, thank God, we are now doing. But we had to stand more than men ordinarily can endure.



Official U. S. Navy photograph

***THE HELENA** (right), her fatal flames lighting the waters of Kula Gulf, burns just before sinking on the morning of 6 July 1943. Another U. S. warship, guns blazing away at the enemy, stands by.*

We nad no chaplain aboard, although on occasions one visited our ship. Many of the men prayed without embarrassment. Nobody chided them. Approximately a third were Catholics and wore rosaries and scapulars. My boy always saw to it that my St. Christopher medal was never from around my neck. One of the crew, with his rosary around his neck, was nearly struck by a shell fragment. That rosary never left his body after that. But still it was tough, even with humor and religion. It was tough to be out there until you were dead.

Then the transformation began to take place. Through the awful nights of bombing, the exchange of shots with cowardly ships, the sickening vigil, the breaking strain, hate began to emerge: "What right have they to be doing this to us? They are pounding at this beautiful little ship until they smash it. We will smash them. We are not here until we are dead. They are here until they are dead."

Then the men of the *O'Bannon* really began to fight. They no longer thought of the green hills, the sodas, the pretty girls. They became hunters. They were no longer the hunted. The steel in their hearts was at last tempered.

One day we came upon two Japanese in the water, an airplane pilot and his wounded observer, floating in their life jackets. The observer was near at hand; we brought him aboard. He died. We called to the pilot to swim over. He wouldn't come, so we put out a boat to get him. We always cover such an operation with a machine gun. As our boat approached him, he yanked a pistol from his life belt and pointed it at our men. The machine gunner let him have it. We recovered the pistol. The pin had hit the shell. The shell didn't explode. The pilot and the pistol had been in the water for about nine hours.

What manner of man was this who could fire upon his rescuers, his benefactors? Or was he not human? The most depraved man of the Western World would not do anything like that. So these were the treacherous beasts who had made life almost unbearable? Well, the men of the *O'Bannon* would see about that. They did. Their hate grew. They trusted no Jap. And the Japs no longer trust them. They swim away when boats try to pick them up.

As I sat some nights in my chair on the bridge, bound for some combat in the dark, I used to while away the hours thinking about theoretical problems of strategy. What would I do, I would think, if I came upon a surfaced Japanese submarine in enemy waters, traveling at this or that speed in such and such a direction.

One night I met her. We got close enough to read the numbers on her conning tower; then we let her have it. We sank her with our guns. The crew were jubilant. Who was going to die now? We had fought battle after battle; we were still afloat, unhurt. And we had sunk a sub in a running fight.

At dusk one day as we lay in port, the boys on the *O'Bannon* saw a task force slip out and head north. They waited hopefully for us to weigh anchor, but we made no move. Then one lad came up to me and said, "Aren't we going, too?"

"Not tonight," I said.

"What's the matter, Captain?" he said with a tremor in his voice. "Are we slipping?"

I knew then the tide had turned. The boys of the *O'Bannon* were jealous of the privilege of fighting the Japs.

The crew were so cocky by the time we took our first holiday in Sydney, Australia—a nine-day leave in April 1943—that I felt it wise to ask them all not to boast while ashore. Other crews might resent it. They had received enough acclaim, and I didn't want any scraps in defense of the honor of the *O'Bannon*. They could save the fighting for the Japs. I told them I would make a release for the press; that would suffice.

When they returned—only two men out of the entire complement failed to come aboard the ship at the time appointed, a remarkable record—one of them brought a little wire-haired terrier, a pup named Peggy. Peggy thenceforward had several hundred masters. She was the sweetheart of fighting men, and they looked after her as jealously as the *Helena* looked out after us when we were together on a mission. Once, during a battle while she was leaping and barking with excitement, she jumped from the superstructure and broke her leg on the steel deck. That was our first and only serious casualty.

The ship's doctor bound her leg with splints and plaster, and soon she was hobbling around the deck again. Some of the boys decorated her with a medal for her bravery. When we returned to the States I had to give her away. Quarantine, I knew, would not pass her. It was a very sad parting.

Peggy, I think, would have been an impossible mascot when we were first commissioned. Everybody was so busy thinking about his life that he could not have admitted a terrier pup to his heart. When Peggy did arrive, the crew of the *O'Bannon* were no longer concerned with themselves. They were interested in bigger things.

I cannot in this space recount all of the battles in which the *O'Bannon* participated—five surface engagements, seven bombardments of shore positions, three rescue operations, numerous fights with airplanes, and innumerable convoy assignments. We have been credited for helping sink a battleship, three cruisers and six destroyers. But there is one battle about which I must tell to enable you to understand the complete fulfillment of the men of the *O'Bannon* as Americans and as gallant fighting men.

We were war-weary when orders came, early in July 1943, to head northward again into the dangerous waters of the Solomons. We had been going up almost every night for a week and we felt due for a rest. But there we were heading northward.

By that time such an ordeal wasn't too much of a job for the *O'Bannon*. She had taken some awful punishment. All we had to do was to bombard shore positions on Kolombangara and New Georgia in a circling movement, then to support the landing of troops at Rice Anchorage on New Georgia above us.

We stood off and pounded Vila on Kolombangara first, our flashes ashore indicating that our hits were doing deadly work; then we turned and struck at installations on New Georgia.

Just as we thought we were getting safely out, the USS *Strong* was hit by a torpedo. The *Chevalier* went alongside to take off survivors. We received orders to screen the operation, because an unexpected Japanese shore battery had opened up. That battery had been put out of commission long ago, but apparently the Japs had restored it. Never was the *O'Bannon* in greater danger. Shells were whistling right over our decks. But our gunners never faltered. Then Jap planes illuminated and bombed our group. And for a few minutes there was hell. They gave us the works; we gave it back until their fire diminished. Then we got out of there. The *Strong* had gone down.

If ever a crew was worn out, the *O'Bannon's* was. But the worst was to come. Later the same day word was received that a large Japanese task force of 9 to 11 destroyers and cruisers was expected in the Kula Gulf area. Hours later we tangled with them. We think we got them all. It was an awfully dark night.

After our guns ceased roaring, and all enemy vessels were on fire or had disappeared, an unidentified target loomed up on our starboard bow. For a moment I almost fired. If it were a Jap, however, how could it have got on the other side of us, considering the tremendous fire our force had delivered to port? If our men had shot at it, they never would have forgiven themselves. It was the *Helena*, smashed by torpedoes, going down. Several destroyers were dispatched to pick up survivors, while we were ordered to escort the remainder of our force out of the area. The whole group had just about exhausted its ammunition.

As we started back to the base, word got around to the men that all the survivors of the *Helena* had not been picked up. Some were in the water, others adrift in small boats. The enemy definitely controlled the battle area. Sooner or later, we felt, those men would die or be taken prisoner by the Japanese, which would be a little worse.

One of my men slipped up to the bridge. "Captain," he said, "we want to go back after the men of the *Helena*. They are our buddies. They've always taken care of us."

It was suicide to go back there alone with little ammunition. And the orders were to get back to base.

But in a few moments they were coming by the score—officers, petty officers, men. "We can't leave the men of the *Helena*," they said.

I was deeply moved. Finally I put it up to the whole ship's company by loud-speaker. I told them there was a possibility they would never come back. We might be chopped to pieces. Most of the men of the *Helena*, I told them, had been rescued. Should we sacrifice the crew of the *O'Bannon* as well as losing the few unrescued survivors of the *Helena*? Did they still want to go back?

With one accord they shouted, "Aye!"

I signaled the commander of the task force, in effect: "The officers and men of the *O'Bannon*, with full awareness of the hazard, request permission to return to pick up survivors of the *Helena*."

The answer was "No." Such a mission was foolhardy. But what was not foolhardy was the request. I was very proud. It was a happy moment of my life. Men have to be great to be willing to lay down their lives for their fellow men. And the commander did not say it was foolhardy. He congratulated every man aboard for his spirit.

One of our men once said he thought an angel rode upon our foremast. Be that as it may, we were given the privilege, not long afterward, of accompanying a task group to a tip of Vella Lavella, to which some 167 survivors of the *Helena* had made their way. For days they had been hidden away in the jungle by friendly natives, when we got word they were there.

Our job was tough, but the *O'Bannon* was willing to do anything to get those boys back. We, with several other destroyers, had to stand off to draw enemy fire while other ships took them off. We had to maneuver nearly all night in a black sea, while Japanese airplanes overhead circled us like vultures, dropping bomb after bomb. They are great pyrotechnicians and their flares made us visible again and again.

I think it was the worst night we ever spent, because we couldn't do much about the attack. If you can stay in action, you relax, but when you can't shoot back or you know your fire is ineffective, your strain is increased. But the men stayed through that night like steel. . . .

The two greatest honors that have come to the *O'Bannon* are: First, the award of the Presidential Unit Citation to the ship, which permits every man aboard to wear that distinguishing ribbon. The second is that the *O'Bannon* has been dubbed by men in the South Pacific the "Little *Helena*." The *Helena*, as we knew her, was one of the greatest fighting ships in our Navy.

Some of my boys are still with the *O'Bannon*. My heart is with them.

What Is Your Naval I. Q.?

1. What is the title of the poem, well-known to men of English-speaking navies, from which the following are the last two lines?

But the hull and the deck and the keel
And the truck of the law—is obey.

2. A square knot also is known as a . . . . . knot.

3. When a ship is under way, her navigating officer must report in writing to the CO the position of the ship at three specified times in the day (in addition to such other times as the CO may require). For what hours must the three specified reports be made?

4. Commissioned officer membership of a general court-martial is limited to: (a) not more than 13 nor less than 5; (b) not more than 11 nor less than 7; (c) not more than 9 nor less than 3?

5. What flag is hoisted at the fore of a U. S. naval vessel whenever powder or other explosives are to be embarked or disembarked?

6. Strike out one of the words in parentheses so that the following sentence will read correctly: The ship's (armament, armor) included 16-inch guns.

7. Identify the following enlisted ratings: (1) MN1c; (2) CSAO; (3) SCB2c.



8. Here is a not-quite-complete reproduction of the emblem of a certain branch of the naval service. What lettering should appear on the wing?

9. The USS . . . . . was the first U. S. naval vessel designed originally as an aircraft carrier.

10. What type of naval unit is designated by the letters VC?

11. The specialty mark of non-rated graduates of Class A schools (except those in basic engineering and those who have qualified for petty officer third class by examination) is worn halfway between the elbow and wrist. True or false?

12. What are the "deeps" on a lead line?

13. Complete the following: (1) An anchor is atrip when it . . . . . (2) An anchor is aweigh when it . . . . . (3) An anchor is said to "come home" when it . . . . .

14. After what are destroyer tenders of the U. S. Navy named?

15. Name the groups of islands to which each of the following, all scenes of recent U. S. naval action, belongs: (a) Angaur; (b) Pagan; (c) Panay.

(*Answers on Page 29*)

ADVANCEMENT IN RATING *New Instructions; Current References*

New instructions on advancement of enlisted personnel have been issued by BuPers, incorporating modifications in the regulations since those reported in the June 1944 INFORMATION BULLETIN, page 8, and putting into effect some additional revisions.

The changes made by the directive, BuPers Circ. Ltr. 297-44 (NDB, 30 Sept. 1944, 44-1145), are as follows:

The ratings HA1c and AM3c, are added to those already open for advancement in excess of complement of fully qualified general service personnel, ashore and at sea, and Class V-10 Personnel.

The following are open for advancement in excess of complement *at sea:* Cox, QM3c, CRT, RdM3c, RM3c, EM3c and Y3c. These are not open for advancement in excess of complement to personnel serving aboard vessels assigned to continental naval districts and in continental shore-based fleet activities who are credited with sea duty for advancement purposes.

As of 30 Sept. 1944, requests pertaining to advancement and changes in rating of individuals *will be filed without acknowledgment or further action if approval is not deemed warranted.*

COs are authorized to effect changes in rating within the same pay grade to fill vacancies in complement of fully qualified personnel to those ratings which follow. The asterisk indicates ratings for which V-10 personnel are eligible:

From	To
Various	MN
GM	TC
TM	TME
TM	TMV
SK	SKV*
SK	SKD*
FC	FCS
AMM	AMMC
AMM	AMMF
AMM	AMMH
AMM	AMMI*
AMM	AMMP
AOM	AOMB
AOM	AOMT
Ptr	PtrV
Various	AR
MM	SAO

The directive emphasizes that in determining vacancies in complement each rating group must be considered separately. Storekeeper, storekeeper V, aviation machinist's mate and aviation machinist's mate I, for example, are separate rating groups.

Upon receipt of qualifications from BuPers, COs are authorized to effect changes within the same pay grade to fill vacancies in complement as indicated below:

From	To
Various	ABM(PH)
Various	ABM(CP)
Various	ABM(GA)
Various	ABM(AG)

Each of the above designators, applicable to the aviation boatswain's mate rating, has the full effect of a separate rating.

PhM3c(DP) through CPhM(AA) (DP) have been added to the list of ratings requiring specific Bureau authorization for advancement.

The following modifications or additions have been made under the training courses and service school requirements:

(1) There is no longer an advanced school requirement for advancement to CRM and ACRM.

(2) The highly technical qualifications required for radio technicians (including sonar, radio and radar) make it inadvisable to waive the *advanced* service school requirement for advancement to CRT(AA) and ACRT(AA).

(3) The qualifications for advancement to CFC call for at least one year service in first-class rate in operation and maintenance or servicing of one or more of the following director systems: Mark 28, 33, 37, 50 or any modern main battery system in a capital ship, plus requirements previously listed in the June 1944 issue.

(4) For advancement to CTM or CTMV candidates are required to serve in a torpedo overhaul shop for not less than six months in a petty officer rating, in addition to other requirements previously listed.

The only changes made in the service, sea-duty and marks requirements chart (June 1944 INFORMATION BULLETIN, p. 9) are:

(1) Sea duty is required for advancement to SKV, TMV, and PtrV ratings.

(2) Previous active naval service, and sea duty in the required pay grades, may be counted towards fulfillment of service and sea-duty requirements, except that in cases where men were reduced in rating by COs for misconduct or by sentence of deck court, summary or general court martial, service in rating shall not be counted which was performed prior to the date of offense, or if confinement was served pursuant to sentence of court martial, prior to date of termination of such confinement. Where marks were lowered for reasons of conduct, the date of the offense and not the end of the semi-annual marking period shall be used to determine the earliest date of eligibility for subsequent advancement, except that where men are reduced in rating by COs for misconduct or by sentence of deck court, summary or general court martial, and confinement was served pursuant to sentence of court martial, the date of termination of the confinement shall be used in lieu of the date of the offense.

(3) Advancement cannot be effected to other than the next higher pay grade. This does not prohibit further immediate advancements from pay grade 5 to pay grade 4, inasmuch as no service in rate requirement is involved.

The directive emphasizes the necessity for COs to consider carefully all factors in paragraph 3 of the basic letter relative to requirements *before* effecting advancements, in order to eliminate hardships on personnel erroneously advanced and later subjected to reduction in rating.

Also emphasized by the letter is the ruling which says that advancements in rating and changes in status to pay grade 1 cannot be made retroactive.

The following references pertaining to change in enlisted status are in effect:

Advancement in Rating

Advancement of enlisted personnel of retired list on active duty—BuPers circ. ltr. 18-42 (corrected) (NDB, cum. ed., 42-2106).

Armed guard personnel—BuPers ltr. Pers-67-Hn/P17-2 of 26 Jan. 1944.

Changes of status to pay grade one—BuPers circ. ltr. 11-42 (corrected) (NDB, cum. ed., 42-2102), and Alnav 110-44 (NDB, 30 June 1944, 44-724).

Changes of status (of enlisted personnel)—BuPers circ. ltr. 93-44 (NDB, 31 Mar. 1944, 44-379).

Coast Guard personnel serving with Navy and Navy personnel serving with Coast Guard—BuPers circ. ltr. 115-44 (NDB, 30 April 1944, 44-496).

Construction Battalion enlisted personnel—BuPers ltr. Pers-67-Bt/QR/P17-2/MM of 23 June 1944.

Enlisted personnel—BuPers circ. ltr. 196-44 (NDB, 15 July 1944, 44-814).

Enlisted status of men holding temporary commissions—BuPers circ. ltr. 26-42 (corrected) (NDB, cum. ed., 42-2109).

General requirements—Art. D-5104, D-5200, D-5201, D-5202, BuPers Manual.

Marks, general—Art. D-8019, BuPers Manual.

Meritorious—Alnav 163-1941.

Procedure for effecting—Art. D-5112, BuPers Manual.

Qualifications for ratings—BuPers circ. ltr. 98-44 (NDB, 31 Mar. 1944, 44-384).

Radio materiel students, changes in rating—BuPers ltr. Pers-67-Bt/QR-P17-2/MM of 4 July 1944.

Ship repair personnel—BuPers circ. ltr. 42-44 (NDB, 15 Feb. 1944, 44-186).

Ship's service personnel, advancement in rating—BuPers circ. ltr. 231-44 (NDB, 31 Aug. 1944, 44-996).

Status of Fleet Reservists (other than F-2) *with respect to advancement or reduction in rating while on active duty*—BuPers circ. ltr. 70-40 (corrected) (NDB, cum. ed., 40-2017).

Temporary ratings—Alnav 110-44 (NDB, 30 June 1944, 44-724).

V-10 personnel—BuPers ltr. Pers-67-Bt/QR8/P17 of 7 Aug. 1944.

Yeoman—class V-4 of Naval Reserve abolishment—BuPers circ. ltr. 206-44 (NDB, 15 July 1944, 44-824).

Change in Rating

Aviation Boatswain's Mate rating, establishment—BuPers circ. ltr. 268-44 (NDB, 15 Sept. 1944, 44-1074).

Change in status—BuPers ltr. Pers-67-Bt /P17-2/MM, 19 April 1944, to Comdts., all naval districts, river commands and naval air functional training commands.

Construction Battalion, changes in rating and skill designators—BuPers ltr. Pers-67-ez QR/P17-2/MM of 13 Sept. 1944.

Dental prosthetic technicians—BuPers circ. ltr. 214-44 (NDB, 31 July 1944, 44-877).

Fleet reservists and retired men with obsolete ratings—BuPers circ. ltr. 108-41 (corrected) (NDB, cum. ed., 41-2050).

General—Art. D-5114, BuPers Manual.

Intelligence personnel, reclassification—Pers-67-sa QR/P17-2/MM of 11 Sept. 1944.

Mailman rating, establishment—BuPers circ. ltr. 263-44 (NDB, 15 Sept. 1944, 44-1069).

Radiomen to radio technicians—BuPers circ. ltr. 94-43 (corrected) (NDB, cum. ed., 43-1136).

Special instruction re: RM—BuPers circ. ltr. 38-44 (NDB, 15 Feb. 1944, 44-182).

Specialist (Y)—BuPers ltr. Pers-67-Hn/P17-2/MM, 9 Feb. 1944, to Commandants and COs of NASs and NavAir-Cens.

Steward's branch, procurement from General Service—BuPers circ. ltr. 227-44 (NDB, 15 Aug. 1944, 44-933).

Reductions in Rating

General instructions—Art. D-5113, BuPers Manual.

Marks, standards established — Art. D-8020, BuPers Manual.

Reports

Pages 9-10 of Service Records—Art. D-4002 and D-4022 of BuPers Manual.

Miscellaneous

Class A school graduates, designation—BuPers circ. ltr. 238-44 (NDB, 31 Aug. 1944, 44-1003).

Definitions of ratings—BuPers circ. ltr. 184-44 (NDB, 30 June 1944, 44-757).

Special qualifications of enlisted personnel, designators for—BuPers circ. ltr. 251-43 (corrected) (NDB, cum. ed., 43-1650).

You may now obtain a
PERSONAL COPY
of the Information Bulletin for yourself and your family or friends
See Page 28



HMS ASBURY...

Official U. S. Navy photograph

She Never Fought or Sailed the Sea, But She Lives On in British Tradition

SHE never fought a battle and she never sailed a sea—in fact, she has never been within sight of the English coast—but "HMS *Asbury*" will long have a high place in the hearts of thousands of British tars who served aboard her.

"HMS *Asbury*" was, in fact, a pair of former resort hotels in Asbury Park, N.J. She was formally commissioned as a ship in His Majesty's Navy on 1 October 1942.

In the summer of that year, large numbers of Royal Navy personnel were in the United States, awaiting completion of repairs to their ships or completion of new ships being constructed for them in U. S. yards under lend-lease. They were housed in the U.S. Navy Receiving Barracks, Brooklyn, N.Y., and in other Navy facilities on the eastern seaboard, principally in the 3rd Naval District. These facilities were seriously overtaxed and the need for additional facilities became acute.

In addition, many of the British seamen were new recruits and it was imperative that they be given adequate training before being placed aboard. Especially needed was training in the operation of American-type equipment with which the lend-lease ships were fitted.

The problem was taken up by British naval representatives with BuS&A, and on 28 August 1942 Vice CNO authorized Com3 to acquire the Berkeley-Carteret and Monterey Hotels, in Asbury Park, N.J. Within a few days, $1,000,000 in lend-lease funds was made available for operating the two hotels to house and subsist about 4,000 British seamen.

The two properties were acquired and preliminary arrangements carried out under BuS&A. The activity was commissioned as the U. S. Navy Receiving Barracks (British), Asbury Park, N.J.

The Monterey Hotel with 396 rooms and the Berkeley-Carteret with 380 rooms were rapidly readied for British occupancy. Preliminary cleaning up was carried out by a crew of 100 British enlisted men; a group of U. S. Navy storekeepers worked with the Navy regional real estate office and the hotel representatives to take an inventory of all equipment and furnishings; unneeded furnishings were removed and returned to the owners; plans for conversion of the properties were drawn up, approved and carried out.

On 1 October 1942, all except minor conversion work had been completed and the activity was commissioned as a British ship, the "HMS *Asbury*," under Captain C. R. A. Bunbury, RN.

In addition to serving as a receiving barracks, "HMS *Asbury*" trained British naval personnel. Four schools were operated: a signal school, training 4,200 men in telegraphy, radio, signaling and radar; a seamanship school, training 5,000 men, with 360 officers studying navigation; a gunnery school training 5,800 men in small arms, cannon and antiaircraft firing, including target practice at sea; and a swimming school, with "abandon-ship platform," "scrambling net" and "Jacob's ladder," instructing 13,000.

The barracks had its own brig and handled its own disciplinary problems.

Life aboard "HMS *Asbury*" was not all duties and schooling. The tars took part in many social and community activities. The USO recorded 210,000 British attendances at its dances and the Union Jack Club (for British enlisted personnel) recorded 385,000 attendances.

Many American customs and conveniences were immediately appreciated and quickly adopted by H.M. sailors. They fully enjoyed central heating and plenty of hot water for bathing and for washing clothes. On the other hand, some American customs were approached with great reserve and considerable caution. Typical is the notice which was posted on the bulletin board by the Senior Medical Officer for all new arrivals to see:

> *"The spirits here are considerably stronger than ours, and there are unheard-of varieties—some very bad and some very bad indeed!"*

As ships for Great Britain were completed, the need for extensive quarters and training facilities diminished rapidly and it was decided, following discussions between British and BuS&A representatives, to close the Receiving Barracks 1 March 1944.

"Scrubbing down," inventorying and other preliminaries to closing began soon after the first of the year, and on 1 March the properties were turned over to the USNR Pre-Midshipmen's School, under the cognizance of BuPers.

More than 60,000 British seamen served aboard "HMS *Asbury*" during the year and a half she was "afloat" and in the memories of these men and of the U. S. Navy men who worked with them, the "ship" will live on.

"The British Barracks at Asbury Park not only served a very valuable practical purpose in the advancement of the war effort," said Rear Admiral W. B. Young, (SC) USN, chief of BuS&A, "but the experience there taught both the British and ourselves a lesson in cooperation and strengthened considerably the bond of understanding between our two navies."

New Books in Ships' Libraries

The following books have been purchased recently for distribution to the service. Not all titles will be supplied to each unit; rather it is the practice of BuPers to distribute different titles to small units operating in the same area to encourage the exchange of books. A unit is always free to request from the Bureau individual titles of particular interest.

In Lighter Vein

BLONDIE by Chic Young. Never a dull moment in this collection of the famous newspaper comic strip.

BOTTS IN WAR, BOTTS IN PEACE by William Hazlett Upson. The indomitable Mr. Botts doggedly carries on in the interests of the Earthworm Tractor Co., plotting his harebrained schemes with the most carefully reasoned madness.

IT'S YOUR MOVE by Willie Ryan. Problems in black and white for the checker fan.

OUT ON A LIMBO by Claire MacMurray. Heartwarming sketches of life on the home front with high humor content.

ST. LOUIS CARDINALS by Frederick G. Lieb. "Story of a great baseball club."

SPORTSMAN'S ANTHOLOGY by Robert F. Kelley. Treasury of fiction, essays, articles and poetry covering all sports with appeal for the sentimentalist as well as the enthusiast.

TAKE IT AWAY compiled by Mary J. Breen and Arthur Lawson. Ideas for idle moments—alone or in a group. Short stories, poems, songs, music, games, drinks, quick meals.

WE LIVE IN ALASKA by Constance Helmericks. Honeymoon on the Yukon, told with youthful enthusiasm and a zest for living.

WE RIDE A WHITE DONKEY by George Panetta. Laughter-filled episodes of the chaotic, uninhibited world of an Italian-American family, the Caparutas of Mulberry St.

WHAT'S ON YOUR MIND by Dunninger. Anecdotes of telepathy by a famous mind reader whose program is known on the air.

Solid Stuff

THE ADMIRAL by Laurin Hall Healy and Luis Kutner. Interwoven with the history of the Navy's growth is the authentic, intimate biography of one of its famous leaders, Admiral Dewey.

AMERICA AND TWO WARS by Dexter Perkins. Thoughtful and compact, a summary of the U. S. foreign policy with suggestions for the postwar period.

CAN DO: THE STORY OF THE SEABEES by Lieut. William B. Huie. Contribution of the Seabees to the war—their ability, courage and ingenuity.

COMING STRUGGLE FOR PEACE by Andre Visson. Brief pertinent studies of the internal problems of the Allies, including Great Britain, United States, Russia, France, the Balkans and the Arabs.

COMPASS OF THE WORLD edited by Hans W. Weigert and Vilhjalmur Stefansson. Timely, readable articles on political geography and transport aviation.

DAY OF DELIVERANCE by William Rose Benet. Warmhearted, quotable poems on World War II distinguished by their emotional fervor.

EVERYBODY'S POLITICAL WHAT'S WHAT by Bernard Shaw. Shaw sharpens his wits —and ours—on politics, science, education and kindred subjects.

GEORGE BANCROFT: BRAHMIN REBEL by Russel Blaine Nye. About a former Secretary of the Navy and founder of Annapolis, this biography should have special interest for Navy men.

GERMANY: A SELF-PORTRAIT edited by Harlan R. Crippen. Composite picture of modern Germany from selected writings of her well-known authors.

A GUIDE TO NAVAL STRATEGY by Bernard Brodie. Completely revised edition of the author's "Layman's Guide to Naval Strategy."

HAWAII: OFF-SHORE TERRITORY by Helen Gay Pratt. Factual account of the pineapple islands from their annexation to Pearl Harbor.

THE ISLAND by Capt. Herbert L. Merillat. Straightforward matter-of-fact reporting of Marine action on Guadalcanal and neighboring islands, 7 Aug. to 9 Dec. 1942.

LATIN AMERICA AND THE INDUSTRIAL AGE by J. Fred Rippy. Dispassionate survey of Pan-American collaboration—the development of Latin American resources and the contributions made by the United States through its laborers, technicians, and promoters.

MAMMALS OF THE PACIFIC WORLD. Fascinating description of animals to be found in the various Pacific areas.

THE MARINE CORPS READER edited by Colonel Clyde H. Metcalf. The Marines—from the Halls of Montezuma to the shores of Tripoli.

THE SOUND I LISTENED FOR by Robert Francis. Simple lyrics on nature, country life, people, with a bit of philosophy now and then.

STATE OF THE NATION by John Dos Passos. Provocative picture of wartime U. S. as the author records his conversations with people throughout the country—people working and loafing, bragging and griping.

WE STOOD ALONE by Dorothy Adams. Poland during the 1920s and 1930s as seen by the Boston-born wife of the Polish economist and diplomat, Jan Kostanecki.

WORLD OF WASHINGTON IRVING by Van Wyck Brooks. Books and writers of Washington Irving's time agalnst the rich, varied background of their contemporary scene.

Sagebrush Sagas

THE FIGHTING FOUR by Max Brand. Real trouble started when a gang of outlaws blew the bank at Elkdale. Then the mighty Silvertip stepped in.

MEDDLING MAVERICK by Tom West. Desperate doings in the West.

RUSTY GUNS by Bliss Lomax. Lovely Mei-lang Seng again saves the day for that famous pair of range detectives, Rainbow Ripley and Grumpy Gibbs, when they try to untangle the mystery of the murdered cattle baron.

THE THUNDERING TRAIL by Norman A. Fox. Romance, adventure and action in the West.

Fiction

DEEP RIVER by Henrietta Buckmaster. Simon Bliss, an anti-slave leader, risks the power of the rich slave owners and his wife's love in this stirring tale of those harried years preceding the Secession.

THE PHANTOM FREIGHTER by Felix Riesenberg, Jr. Icy-white and unarmed, the freighter *Princess* drifts in enemy waters to complete her secret mission at an unknown island base.

SO THICK THE FOG by Catherine Pomeroy Stewart. Haunting story of a wartime French family's struggles against hunger, cold and savage Nazi passions as well as the conflicting emotions of its own members.

WATCH OUT FOR WILLIE CARTER by Theodore Nadish. To be "champ," yet keep the love of Helen, are Willie's two ambitions. A story of the prize ring.

WORLD'S GREAT TALES OF THE SEA, edited by William McFee. Old and new favorites by London, Hall, Cozzens, Bartimeus, Conrad and many others.

YANKEE STRANGER by Elswyth Thane. Action and romance mark this story by Eden Day, a loyal Confederate who tries to forget her love for Cabot Murray, the Yankee spy. Sequel to "Dawn's Early Light."

Whodunits

BERMUDA CALLING by David Garth. An Army intelligence officer working incognito uncovers a Nazi plot in Bermuda, and finds plenty of adventure and romance in the process.

BLOOD UPON THE SNOW by Hilda Lawrence. Mark East, private detective, enters a frightened household as secretary to an archeologist, and finally solves the mystery after three murders have taken place.

THE DARK PAGE by Samuel M. Fuller. Murder, suspense, and a little love, while Lance McCleary figures out what you already know—who is the killer?

IF THIS BE TREASON by Margaret Echard. Italian prisoners of war escaping from labor camps, several deaths, a skillful impersonation and a beautiful young widow are the chief elements in this tale of adventure and suspense.

TOWARDS ZERO by Agatha Christie. Inspector Battle proceeds backward to solve a brutal, senseless murder.

New Books in the Armed Services Editions

Thirty-two new titles are published each month in the Editions for the Armed Services. Comment concerning them will be appreciated by BuPers. The titles currently being distributed to all ships in commission and to shore based activities outside the United States are:

L-1—Benet, A BOOK OF AMERICANS
L-2—Thurber, MY LIFE AND HARD TIMES
L-3—Lamond, KILGUR'S MARE
L-4—Stephens, ETCHED IN MOONLIGHT
L-5—Heyward, PORGY
L-6—Untermeyer, ed., GREAT POEMS FROM CHAUCER TO WHITMAN
L-7—Bromfield, WHAT BECAME OF ANNA BOLTON
L-8—Evans, MONTANA RIDES AGAIN
L-9—Raine, THE SHERIFF'S SON
L-10—Leacock, HAPPY STORIES JUST TO LAUGH AT
L-11—Gooden, ROARING RIVER RANGE
L-12—Eisenberg, THERE'S ONE IN EVERY FAMILY
L-13—Brand, THE KING BIRD RIDES
L-14—Eaton, THE SEA IS SO WIDE
L-15—MELVILLE, OMOO
L-16—Perry, HACKBERRY CAVALIER
L-17—Smith, TURNABOUT
L-18—Crow, 400 MILLION CUSTOMERS
L-19—Wylie, FISH AND TIN FISH
L-20—Strachey, EMINENT VICTORIANS
L-21—Croy, COUNTRY CURED
L-22—Gray, SCIENCE AT WAR
L-23—Allen, BEDFORD VILLAGE
L-24—Shearing, THE LADY AND THE ARSENIC
L-25—Stoker, DRACULA
L-26—Marquand, WICKFORD POINT
L-27—Graves, I. CLAUDIUS
L-28—Mann, SELECTED SHORT STORIES
L-29—Stone, LUST FOR LIFE
L-30—Maugham, OF HUMAN BONDAGE
L-31—Binns, THE LAND IS BRIGHT
L-32—Johnson, FOUR YEARS IN PARADISE

How Did It Start?

PORTHOLES: King Henry VII of England (1485-1509) insisted on having the ships of his navy armed with guns too big to be placed in the fore- or after castles, the conventional sites of that period. Ship constructors solved the problem by piercing holes through the sides of the ships and adapted the watertight door used on French cargo ships as covers. The French word for door, "*porte*," used to designate the new-type openings, eventually was Anglicized to "port," and the openings became known as "ports" or "portholes." (*If you have a different version, send it along to the Editor.*)

Legislative Matters of Naval Interest

Women reservists of the Navy, Marine Corps and Coast Guard are now eligible for assignment anywhere in the American Area (including North and South America) and in the Territories of Alaska and Hawaii, if they volunteer for such duty, under provisions of Public Law 441, 78th Congress, signed by the President on 27 Sept. 1944. Previously women reservists were limited to duty in continental U. S. For procedure on assigning them to duty under the new law, see p. 69.

Other legislation which also has recently become law includes Public Law 447, making temporary members of the Coast Guard Reserve and members of the Coast Guard Auxiliary eligible for compensation and hospitalization in case of physical injury resulting from duty under orders, with compensation for their dependents in case of death. The law is administered by the U. S. Employees' Compensation Commission.

The bill (H. R. 5386) to increase from 40 to 90 days the time in which personnel discharged or released from the armed forces must apply for reemployment in their old civilian jobs, in order to maintain their legal rights to such employment, was passed by the House and was pending in the Senate as Congress recessed until after the 7 November election. As now written, the measure also would apply to veterans released from hospitalization that continued for a period of not more than one year after discharge from the service, allowing them 90 days after hospitalization in which to ask for their old jobs.

• The following recess appointments for temporary service have been made by the President, pending Senate approval:

To be vice admiral:

Rear Admiral Charles M. Cooke, jr., USN.

Rear Admiral Charles H. McMorris, USN, until detached from duty as chief of staff to the Commander-in-Chief, U. S. Pacific Fleet.

To be rear admiral:

Capt. Frederick W. Pennoyer jr., USN, until detached from duty as fleet aircraft maintenance officer on the staff of Commander Air Force, Pacific Fleet.

Capt. Arthur C. Miles, USN, until detached from duty as Bureau of Aeronautics general representative, Central District.

Capt. Ingolf N. Kiland, USN.

Capt. Thomas R. Cooley, USN.

Capt. Donald Royce, USN, until detached from duty as commanding officer, Naval Air Material Center, Philadelphia, Pa.

Rear Admiral Luther Sheldon jr., (MC) USN, appointment for temporary service without regard to duty assignment, to replace his spot appointment, which was to have continued while serving as Assistant Chief, Bureau of Medicine and Surgery.

Capt. Lucius W. Johnson, (MC) USN.

To be commodore:

Capt. John J. Mahoney, USN, until detached from duty as Commander, NOB, Guantanamo Bay, Cuba.

Capt. Ellery W. Stone, USNR, until detached from duty as deputy commissioner of the Allied Control Commission, Italy.

Digit Problem

Arrange the ten digits 1, 2, 3, 4, 5, 6, 7, 8, 9, 0 so that you get a total of 100. (*See p. 29 for solution*).

November V-Disc Kit

Following is the list of V-Discs contained in the November kit to be mailed the middle of the month to eligible ships, naval activities outside the continental limits and convalescent hospitals within the United States. Procedure for obtaining the discs, recorded exclusively for members of the armed forces, may be found in BuPers Circ. Ltr. 154-44 (NDB, 31 May 1944, 44-631). See also chart on p. 30.

Numerous requests have been received for tunes that previously have been issued in Army releases. In the near future the Navy will issue a release which will include many of these old tunes. Beginning with this release, the Army-Navy Hit Kits will be included with each kit of V-Discs. These Hit Kits, designed for use in community singing, will contain lyrics and music of approximately eight tunes included in the V-Disc release.

81. LET ME CALL YOU SWEETHEART; GOING MY WAY; TOO-RA-LOO-RA-LOO-RAL—THAT'S AN IRISH LULLABY; SWINGIN' ON A STAR—Bing Crosby.
82. THESE FOOLISH THINGS REMIND ME OF YOU—Benny Goodman and Mildred Bailey; HALLELUJAH — Benny Goodman quartette; IN THE GLOAMING; DEEP PURPLE—Maj. Glenn Miller and Army Air Forces Training Command Orchestra.
83. JANIE; THERE IS NO GREATER LOVE—Sammy Kaye; JUST KIDDIN' AROUND—Artie Shaw.
84. CAPRICE VIENNOIS — Fritz Kreisler; LONG LONG AGO—Bidu Sayao.
85. SOME PEACEFUL EVENING—vocal by Gordon Drake; OKAY FOR BABY—Les Brown; THERE ARE NO WINGS ON A FOXHOLE—Woody Herman; LILI MARLENE—Vaughn Monroe.
86. I'M GONNA HANG MY HAT ON A TREE THAT GROWS IN BROOKLYN — Al Goodman, Patsy Kelly and Barry Wood; APRIL SHOWERS; MA BLUSHIN' ROSIE—Al Jolson with Tommy Dorsey.
87. CHEROKEE; POMPTON TURNPIKE — Charlie Barnet; RIVERBOAT SHUFFLE; I WISH I COULD SHIMMY LIKE MY SISTER KATE—Muggsy Spanier.
88. YOUR FEET'S TOO BIG; ALL THAT MEAT AND NO POTATOES — "Fats" Waller; JELLY JELLY—Earl Hines.
89. AND HER TEARS FLOWED LIKE WINE — Stan Kenton, vocal by Anita O'Day; IN A MAGIC GARDEN; TIAJUANA—Raymond Scott.
90. MIGHTY LAK' A ROSE—Frank Sinatra; MY REVERIE; BLOW GABRIEL BLOW—Bea Wain.
91. FLIGHT OF THE BUMBLEBEE; STRICTLY INSTRUMENTAL — Harry James; SUMMERTIME; SHORTENIN' BREAD—Bob Crosby.
92. GOODBY SUE — Perry Como; HOW MANY HEARTS HAVE YOU BROKEN; YOU'VE GOT ME WHERE YOU WANT ME—Johnny Mercer.
93. PRELUDE IN E MAJOR (Bach); WALTZ (Tchaikovsky)—AAFTAC Symphonette.
94. CONTRASTS; OH WHAT A BEAUTIFUL MORNIN'—Jimmy Dorsey; DON'T CRY BABY—Erskine Hawkins.
95. YOU ALWAYS HURT THE ONE YOU LOVE; JUST FRIENDS—Charlie Spivak; THINGS AIN'T WHAT THEY USED TO BE—Duke Ellington.
96. I'M FOREVER BLOWING BUBBLES; THE TROLLEY SONG—Pied Pipers; OUT OF NOWHERE; LOUISE — Paul Weston.
97. PRISONER OF LOVE—Teddy Wilson; I'M IN AN AWFUL MOOD; PUT IT AWAY—Jimmy Lunceford.
98. TEN DAYS WITH BABY; MISS YOU—Clyde Lucas; LIMEHOUSE BLUES; THE GIRL I LEFT BEHIND ME—Kay Kyser.
99. BOSTON TEA PARTY; EXACTLY LIKE YOU — Mal Hallett; GOOFUL; YOU DON'T LOVE ME; WILDCAT—Louise Massey.
100. SWEET AND LOVELY; THE LAMP IS LOW—Tommy Dorsey; IT MUST BE JELLY; FLYIN' HOME—Woody Herman.

PERSONAL COPIES OF INFORMATION BULLETIN MAY NOW BE PURCHASED

Interested personnel, whether military or civilian, may now obtain their own personal copies of the Bureau of Naval Personnel INFORMATION BULLETIN by ordering from the Superintendent of Documents, Government Printing Office, Washington 25, D. C. It is suggested that personnel may wish to take advantage of this opportunity to send in subscriptions for their families at home.

The rate for single copies is 15 cents each. Annual subscription (12 monthly issues) is $1.50, domestic rate, and this includes all personnel having a Fleet Post Office or APO address. The foreign rate is $2.25 a year, including foreign postage.

The new procedure does not in any way affect present free distribution on the basis of one copy for every 10 officers and enlisted personnel. It is in addition to this distribution, to make personal copies available to those in the service who wish them, and to their friends and families.

THE MONTH'S ALNAVS IN BRIEF

No. 183—Contains changes in Navy Department Serviceman Voting Poster No. 4 (October 1944 INFORMATION BULLETIN, p. 21).

No. 184—Announces appointment to next higher rank, to rank from 1 Oct. 1944, of those ensigns, line and staff corps, and lieutenants (junior grade), line, on the active list of the regular Navy whose dates of rank as such are 1 July 1943; of certain listed lieutenants (junior grade) of the staff on the active list of the regular Navy; and of those ensigns and lieutenants (junior grade) of both line and staff of the Naval Reserve and the Women's Reserve whose continuous active duty in their respective ranks began 1 July 1943.

No. 185—Directs disbursing officers to report by airmail to BuS&A stocks of and requirements for S&A Form 500, Navy Pay Record.

No. 186 — Directs verification of names on original pay records with published naval personnel and service records and gives instructions for making out advance copies of money lists.

No. 187—Changes Art. 2505-8(A), Naval Travel Instructions, to read: If ordered from a foreign nation to hospital in U. S., transportation for dependents is authorized *providing dependents are also on the foreign station. If dependents are already in U. S. no transportation is authorized.* (Our italics indicate the change in regulation.—ED.)

No. 188—Relates to issuing of and obtaining receipt for invoices for transfers of supplies, equipment and services outside continental U. S.

No. 189—Rescinds, effective 27 Sept. 1944, all instructions relating to loss of pay, as distinguished from loss of time, while absent from duty due to venereal disease.

No. 190—Modifies Alnav 153-44 and BuPers Circ. Ltr. 226-44 (NDB, 15 Aug. 1944, 44-932) to request, by 15 Dec. 1944, applications for postgraduate course in civil engineering, convening 3 May 1945, from officers of the regular Navy, classes 1943 and 1944, whose careers in line appear to be in jeopardy through failing eyesight or similar physical impairment.

No. 191—Modifies Alnav 139-44 to provide that no requests for flight training submitted after 1 Nov. 1944 by officers of U. S. Naval Academy class of 1942 will be considered by BuPers.

No. 192—Calls attention to fact that failure to comply with instructions governing advancement in ratings (see p. 25) necessitates cancellations of many erroneous advancements, which imposes unwarranted hardships on enlisted personnel, particularly if checkage of uniform allowance for advancement to CPO (AA) is involved.

No. 193—Puts into effect new system of reserve officer classification (see p. 14).

No. 194—Discontinues issuance of first aid kits for life rafts and life floats by Navy Yards, Philadelphia and Mare Island; establishes procedure for requesting issuance of kits.

No. 195—Refers to BuPers Circlet 298-44 and authorizes reserve officer classification A1D to A6D where officers of classifications A1 to A6 are qualified for all deck duties afloat (see page 14), and provides that transfers between line and staff corps or between staff corps shall not be made in advance of specific approval by BuPers.

No. 196—Contains correction to reference cited in Alnav 189.

Answers to Quiz on Page 24

1. The Laws of the Navy by Capt. R. A. Hopwood, RN.
2. Reef.
3. 8 a.m., 12 m. and 8 p.m.
4. (a).
5. Baker.
6. Strike out "armor."
7. (1) Mineman, first class; (2) Chief Special Artificer Optical; (3) Ship's Cook Butcher, second class.
8. Naval Air Transport Service.
9. *Ranger.*
10. Composite squadron of aircraft, composed of both fighters and torpedo bombers, organized to operate from small carriers.
11. False: It is now worn halfway between the shoulder and elbow on the appropriate sleeve.
12. The fathoms which are not marked.
13. (1) clears the bottom in heaving in. (2) is off the bottom. (3) drags toward the ship when heaving in.
14. Localities and areas of the U.S.
15. (a) Palau Islands; (b) Marianas Islands; (c) Philippine Islands.

Solution to Digit Problem

(*See page 28*)

$50+49+\frac{1}{2}+38/76=100$

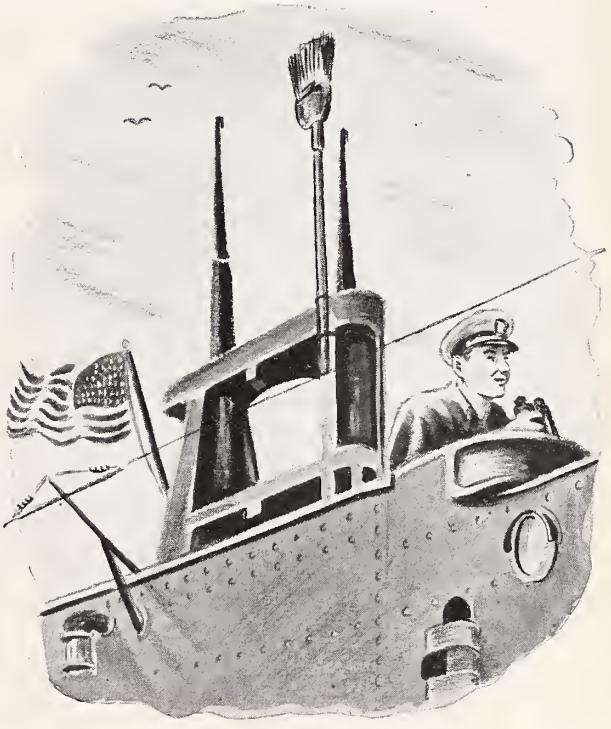
A Broom on the Periscope Shears

Tremendous success of the submarine fleet in combat operations during the present war brings again to the fore the tradition of submarines returning to port with new brooms hoisted from the periscope shears.

The custom is not American in origin, but Dutch.

Maarten Harpertszoon Tromp, a Dutch admiral, ordered that brooms be lashed to the masts of his ships when he took his fleet out to meet the fleet of Cromwell. This occurred during the two years' naval war of 1652-1654, in which Holland and England were the antagonists.

The brooms were to indicate that the Dutch ships were cleansers of the seaways. The British, upon seeing the brooms, tied whips to their masts as a sign of reprisal.



Ships of many nations in the centuries since have used brooms as signs of outstanding success or as significant of missions assigned. Gradually, however, the tradition has dwindled, until now it is kept alive more by submariners than by others.

Not all American skippers of submarines, however, favor the custom. Some object that it does not have an American origin, and they prefer to hang out miniature Japanese flags as signals of victory. Still other skippers display both.

By strange coincidence, many returning American submarines with brooms on their periscope shears have been met and escorted by a Dutch ship named for the admiral who originated the custom. Other submarines, early in the war, operated with the ship, the *Tromp.*

WHAT	WHO IS ELIGIBLE	HOW
WELFARE AND RECREATION ALLOTMENT Allotment of funds under appropriation "Welfare and Recreation, Navy"	All Navy and Marine Corps activities including navy vessels manned by Coast Guard personnel	1. NAVAL VESSELS: (a) Vessels assigned to the Fleet; BuPers provides annual allotment. (b) Vessels assigned to Naval Districts or Bases; from the Command to which assigned by re-allocation. 2. NAVAL DISTRICTS, RIVER COMMANDS, AIR FUNCTIONAL TRAINING COMMANDS: From BuPers upo request. (a) Naval activities assigned to Naval Districts, River Commands and Air Functional Training Commands b re-allocation from Command to which assigned. 3. MARINE CORPS ACTIVITIES: (a) Within Naval Districts by re-allocation from the Commandant of th Naval District. (b) Fleet Marine Force by re-allocation from the Commandant of the Marine Corps. 4. ADVANCE BASE UNITS: Upon request to BuPers prior to departure from U. S., initial allotment is grantec (Except LIONS, CUBS, ACORNS, STANDARD LANDING CRAFT UNITS, and P.T. BOAT BASES which ar granted automatically by BuPers upon promulgation of movement order by C.N.O.). Annual allotment granted by Fleet or Area Commander. 5. CONSTRUCTION BATTALIONS: Prior to embarkation from the United States, Construction Battalions ar granted their commissioning allotments by either the U. S. Naval Construction Replacement Depot, Camp Parks Shoemaker, California, or U. S. Naval Construction Training Center, Camp Elliott, Davisville, Rhode Island After departure from the continental U. S. Construction Battalions receive their welfare and recreation allot ment from the Fleet or Area Commander to which they are assigned. 6. FLEET AND AREA COMMANDERS: Upon request to BuPers. 7. AIR ACTIVITIES ASSIGNED TO THE FLEET: Air Groups, Squadrons, and Units are granted allotment by re-allocation from ComAirLant and ComAirPac. NOTE: Coast Guard vessels and activities obtain allotments through District Coast Guard Officer under appro priation "Pay and Allowances, 1750900.004, Coast Guard, subhead 27."
SPORTS, GAMES, AND MUSIC EQUIPMENT	All Navy, Marine Corps and Coast Guard Activities	A. NAVY ACTIVITIES 1. Forces Ashore: Use BuS&A Requisition Form 76. Request in writing to the SOinC of the nearest of th following Naval Supply Depots: Newport, R. I.; Bayonne, N. J.; Norfolk, Va.; New Orleans, La.; Oakland, Calif Seattle, Wash.; Pearl Harbor, T. H. (Requests in excess of $1,000 must be forwarded to BuPers for approval) 2. Forces Afloat (including Naval vessels manned by Coast Guard personnel): Same as above but use BuS& Requisition Form 44. (Area Commander designates channels through which Requisition goes to SOinC.) B. COAST GUARD ACTIVITIES Apply to Morale Officer of district to which activity is attached. C. MARINE CORPS ACTIVITIES (1) Purchases with official funds made through nearest Purchasing Quartermaster using BuSandA Requisitio Forms 76 or 76A. (2) Purchases with unofficial funds made direct from Naval Supply Depots: if above $1,000 via BuPers.
V-DISC KITS 12" Phonograph records of music designed to suit all tastes	All Navy, Marine Corps and Coast Guard activities outside United States; hospitals within the United States treating battle casualties	Submit request to BuPers.
AFRS TRANSCRIPTIONS 16" phonograph records of transcriptions of major radio network shows, and special talent programs manufactured to play on turntable which turns at 33⅓ rpm.	All Navy, Marine Corps and Coast Guard activities outside the United States	Activities outside the United States submit request to either Commander, Service Force, Atlantic Fleet; Com mander, Subordinate Command, Service Force, Pacific Fleet, or nearest Fleet Motion Picture Exchange.
PERIODICAL SUBCRIPTIONS Subscriptions to magazines are the responsibility of each activity. There is no package distribution of magazines. **SPECIAL ATTENTION** invited to "Notes" on this subject.	All Navy, Marine Corps and Coast Guard Activities	A. NAVY ACTIVITIES If to be paid under appropriation, "Welfare and Recreation, Navy," or appropriation, "Ship's Stores Profits," submit requisition to nearest Navy Purchasing Office. If to be paid with ship or station unappropriated welfar funds, place order direct with publisher or distributor. B. COAST GUARD ACTIVITIES Ordered by Commanding Officer direct from publisher or distributor. C. MARINE CORPS ACTIVITIES (1) Purchased by Quartermaster out of general funds for activity when formed. (2) If to be paid with official funds requisitions to be submitted to nearest Marine Purchasing Quartermaster. (3) If to be paid with unofficial funds place order direct with publisher or distributor.
LIBRARY BOOKS	All Navy and Marine Corps activities including navy vessels manned by Coast Guard personnel	Commissioning libraries supplied by BuPers to all units. Monthly shipments of hard backed books varying fron 5 to 35 depending upon the size of the crew are made generally by mail without request to all units of mor than 100 personnel. Moothly shipments of paper-backed Armed Services Editions consisting of 32 to 40 title made by mail each month at the rate of one set to each 150 men of crew to all units afloat and overseas, no within continental United States. Replacement of worn out material should be requested from BuPers.
USO-CAMP SHOWS, INC. On Shore Within U. S.: Victory Circuit Blue Circuit White Circuit (west coast), 11th, 12th, 13th NDs. Hospital Circuit Hospital Sketching Circuit Overseas	All Navy, Marine Corps and Coast Guard Activities, complements of 1,500 or over All Navy, Marine Corps and Coast Guard Activities with complements of less than 1,500 Those hospitals carrying a preponderance of Navy, Marine Corps and Coast Guard personnel deemed eligible by BuMed All Navy, Marine Corps and Coast Guard activities ashore and afloat sharing equitably with Army	By request from the Commanding Officer to the Commandant of the District involved, stating complement, facil ities and desired frequency of performance. Once declared eligible for the hosoital circuit or hospital sketching circuit, acceptance of subject entertainmen and details pertaining thereto should be handled by the Medical Officer in Command directly with USO-Camp Shows, Inc. with information copy to the Chief of Naval Personnel. Through contact by Naval Area Commander with Commanding General of same Area. All routings of oversea units handled by Army.
SHIP AND STATION PAPERS	All Navy, Marine Corps and Coast Guard Activities	By request through official channels to SecNav via Chief of Naval Personnel.
ENTERTAINMENT MOTION PICTURES	All Navy, Marine Corps and Coast Guard Activities	1. Outside Continental United States (a) 35 mm. Navy Motion Picture Service—Obtain film from nearest Fleet Motion Picture Exchange or Sub exchange. (b) 16 mm. (not available to activities and vessels equipped with 35 mm. projectors)—obtaln through neares Navy or Army Overseas 16 mm. Motion Picture Film Exchange or Sub-Exchange. 2. Within Continental U. S. (35 mm. only) (a) Vessels in port. (1) Navy Motion Picture Service—Obtain film from nearest Shore-based Motion Picture Exchange or Sub exchange, or nearest Fleet Motion Picture Exchange or Sub-exchange. (b) Shore activities (1) Optional Naval District Picture Plan (2) Navy Motion Picture Service—Obtain film from Navy Motion Picture Exchange, New York, N. Y. or Navy Motion Picture Exchange, San Diego, Calif.
MOTION PICTURE PROJECTION EQUIPMENT	All Navy, Marine Corps and Coast Guard Activities	A. NAVY ACTIVITIES Ships and shore activities are supplied 35 mm. and 16 mm. projection equipment in accordance with an author ized allowance list. Activities not so supplied may submit requests to BuSHIPS for consideration. Replacements by official request to BuSHIPS. Requests involving 16 mm. equipment should go via BuPers. B. COAST GUARD ACTIVITIES under the jurisdiction of a District Coast Guard Officer will submit requests for motion picture projection equipment to the District Morale Officer. C. MARINE CORPS ACTIVITIES will send requests for both 16 mm. equipment to Quartermaster General of the Marine Corps: for 35 mm. to BuShips via Commandant Marine Corps.

METHOD OF PAYMENT	REFERENCE	NOTES
	BuPers Manual, Art. E-7401 to E-7411, incl. BuPers ltr. Pers-524-gm L1-2-150 of 8 June 1944. BuS&A Manual, Art. 940. Circ. Ltr. No. 132-42 (corrected) (NDB, cum. ed., 31 Dec. 1943.) Circ. Ltr. No. 163-42 (corrected) (NDB, cum. ed., 31 Dec. 1943.)	Naval vessels to be commissioned receive their allotments from BuPers as follows: Destroyers and larger 3 months prior to the commissioning date; other vessels 1 month prior to the commissioning date. BuPers allots annually a lump sum to the Commandant of the Marine Corps for re-allocation to units of the Air and Ground Personnel of the Fleet Marine Force. BuPers grants direct allotments to naval vessels in commission and manned by Coast Guard personnel in the same manner as other naval vessels. The allotments granted Fleet and Area Commanders are to provide for the welfare and recreational needs of their Staffs, Construction Battalions, Base Hospitals, Advance Base Units, (including craft attached thereto) and other naval establishments under their command.
Navy—Charge to Appropriation, "Welfare and Recreation, Navy," or "Ship's Store Profits," or purchase with unappropriated "Welfare" funds by check drawn in favor of Treasurer of the United States. Coast Guard—Charge to Appropriation Pay and Allowances, 1750900.004, Coast Guard, Sub Head No. 27; or purchase with unappropriated "Morale funds" by check drawn in favor of Treasurer of the United States. Marine Corps—Charge to Appropriation "Welfare and Recreation, Navy"; or purchase with unappropriated "Recreation Funds" by check drawn in favor of Treasurer of the United States.	(a) Joint ltr. Pers-1012-PL P10-(A) BuS&A No. P10-1(3) of 16 July 1943. (b) Sports — Games — Music Catalog; Navy, Coast Guard, Marines. (c) Coast Guard Hq. Circular 209.	Newest edition of the catalogue will be distributed about 1 January 1945 to all ship and shore activities in commission on that date. Requests for additional copies should be addressed to BuPers.
Same as for "Sports, Games, and Music Equipment" above.	BuPers Circ. Ltr. 154-44 (NDB, 31 May 1944, 44-631).	All kits in one monthly release of V-Discs contain the same assortment of 20 records each.
Outside United States, no charge.	BuPers Circ. Ltr. 236-44 (NDB, 31 Aug. 1944, 44-1001).	Turntables attached to 35 mm. strip film projector will play AFRS transcriptions. A limited quantity of turntables are distributed through the two Service Forces. The number of transcriptions available for distribution is limited.
Same as for "Sports, Games and Music Equipment," above, except checks (drawn on unappropriated funds) to be made payable to publisher or distributor.	BuS&A Manual, Art. 1086, par. 41. BuS&A Manual, Art. 1550.	For selection of magazines and newspapers attention is directed to SecNav ltr. P9-1 of 24 Aug. 1944 (NDB, 31 Aug. 1944, 44-962). The following magazine overseas editions are published: New Yorker, Time, Life, Newsweek, The Infantry Journal, Inside Detective, Modern Screen, Reader's Digest, The Sporting News. New York Times Overseas Weekly is available where printed overseas. Mats sent airmail overseas to such points as Army and Navy may designate for reproduction by Army or Navy where letterpress is available. Or copies may be obtained from N. Y. Times direct (write Times for details).
Without charge.	BuPers Manual, Part E. Chapter 6.	Armed Services Editions (paper-bound books) are provided for recreation and are expendable. They should be passed from man to man. Books may be exchanged between libraries by mutual agreement. Non-receipt of books should be reported to BuPers.
Without charge. Without charge. Without charge.	(a) BuPers ltr. NAV-1477-JBS P10-2(60) of 27 March 1942. (b) BuPers ltr. Pers-2231-VD P10-2 of 24 June 1943. (c) BuPers ltr. Pers-2232-EC P10-2(60) of 14 Oct. 1942. (d) BuPers ltr. Pers-2231-MT P10-2 of 2 June 1943. (e) BuPers ltr. Pers-521-oh P10-2 of 3 Dec. 1943. (f) BuPers ltr. Pers-521-oh P10-2 of 24 April 1944. (g) BuPers ltr. Pers-521-sf P10-2 of 29 April 1944. (h) BuPers ltr. Pers-51-REB N33 of 5 Sept. 1944. (i) BuPers Circ. Ltr. No. 216-44 Pers-5-RI P21 dated 31 July 1944 with encl. 1, Joint Statement of Policy of Secretaries of War and Navy of 5 July 1944.	Transportation as specified in ref. (e) and (h). Hospital Circuit: Transportation as specified in ref. (g). Hospital Sketching Circuit: Transportation as specified in ref. (f). Army furnishes transportation to and from Area. Local transportation within Area, meals and housing accommodations furnished by Naval activity serviced.
Official Appropriation, "Welfare and Recreation, Navy," from Ship's Store Profits or from unappropriated funds.	(a) BuPers Manual E-7601 through E-7604 (as corrected by BuPers Manual Circ. Ltr. No. 24-44 of 15 April 1944).	
No charge for duration of present war to all ships and activities outside continental U. S. 16 mm. film is the gift of the Motion Picture Industry to ALL Armed forces thru the War Activities Committee. Payment for film under Optional Plan direct to commercial film exchanges from unappropriated funds. For activities within continental U. S.: Assessments for Navy Motion Picture Service from either appropriated or unappropriated funds.	(a) Instructions, Navy Motion Picture Film and Projecting Equipment, 1940. (b) BuPers Manual, Part E, Chapter 7, Sec. 3. (c) BuPers ltr. Pers-2217-MT S85-1 of 17 June 1943. (d) BuPers ltr. Pers-51131-sf EN4-3(P) of 28 Sept. 1944. (e) BuPers Circ. Ltr. 242-44 (NDB, 31 Aug. 1944, 44-1005). (f) BuPers ltr. Pers-511-VD S85-1 of 22 Sept. 1944. (g) BuPers ltr. Pers-2231-oh S85-1 of 28 Aug. 1943. (h) Article 1443, Advance changes U. S. Navy Regs., Op13-1C-jc, Ser. 315013, 15 Sept. 1944 (NDB, 15 Sept. 1944, 44-1052).	The success of the Navy Motion Picture Service which supplies 35 mm. film depends upon the rapidity with which motion picture programs are circulated. Failure to keep programs moving will result in bogging down of the entire system. Plans are now being formulated for the establishment of Naval Liaison Units in all Army Overseas Motion Picture Exchanges, and such additional Navy exchanges as may be necessary to properly service Naval activities ashore and afloat outside continental U. S. with the 16 mm. gift film.
Without charge.	(a) BuNav ltr. Nav-147-RNC S85-1(8287) of 9 Sept. 1941. (b) BuPers Manual, Part E, Chapter 7, Sec. 3, Art. E-7309. (c) NavAer-TF-22-8 dated Sept. 1944. (Catalog of W. S. Navy Training Film.)	

LETTERS TO THE EDITOR

This column is open to unofficial communications from within the Naval Service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Communications which violate these provisions may be returned via official channels. Do not send postage or return envelopes; no private reply will be made.

TEMPORARY DUTY

SIR: Is there any regulation which states that temporary duty becomes permanent duty after six months of continuous service? This has been a long and confusing issue at this base, which is considered as our permanent base. At times we are sent to outlying bases or detachments (some as far as 750 miles from here); once I was out for nine months. We are issued orders that read "temporary duty", and as such can not collect transportation or have our household effects shipped as long as these orders read temporary. Yet when we are shipped to these outlying bases we are given notice to vacate Navy homes, because we are no longer attached to the home base (in the States).

If six months temporary duty does not constitute permanent duty, then what does?—M.J.S., Radio Elec.

• *There is no regulation which says that temporary duty becomes permanent duty after a specified period of time. You are considered on temporary duty until such time as permanent duty orders are received. Unless you have a permanent change of station, you are not entitled to transportation for your family or government household shipping privileges.*—ED.

TOTAL PERSONNEL OF NAVY

SIR: On page 40 of your July issue is a listing by age groups for enlisted men in the Army, Navy and Marines. (1) Is a similar list available for just the Seabees? (2) What is the present breakdown of Navy strength?—A.R.H., CCM.

• *(1) No. (2) As of 31 July 1944 the Navy was comprised of the following personnel:*

Enlisted men	*2,584,821*
Enlisted women	*58,946*
Officers (male)	*271,040*
Officers (female)	*7,808*
Officer Candidates (male)	*109,793*
Officer Candidates (female)	*517*
Nurses (commissioned, female)	*8,403*
Total	*3,041,328*—ED.

SHIPPING-OVER PAY

SIR: I enlisted in the Naval Reserve when I was 17 for a period of minority. When my enlistment expires will I be eligible to ship over in the reserves or regulars and receive shipping-over pay?—D.M.H., PhM3c, USNR.

• *At the present time (see Alnav 110-44) enlisted men in the Naval Reserve cannot be discharged to enlist in the regular Navy. Under the terms of Alnav 155-41, a naval reservist can not be discharged by reason of expiration of enlistment during the period of war and six months thereafter. Re-enlistment in the Naval Reserve does not entitle you to shipping-over pay. Under existing laws, the re-enlistment allowance is paid only to men in the regular Navy who re-enlist within three months after discharge, or who extend their enlistments. Whether or not the privilege of re-enlistment is extended to you by the Navy upon completion of your minority will depend upon naval requirements at that time, your service record and your ability to meet physicial requirements.*—ED.

MEANING OF "SPAR"

SIR: Was the word "Spar" (a member of the Coast Guard Women's Reserve) derived from the Coast Guard motto, "Semper Paratus"?—W. L. C., SoM2c., USNR.

• *Yes. (S)emper (P)aratus — (A)lways (R)eady.*—ED.

EDUCATIONAL REQUIREMENTS

SIR: I am 38 years old, Sp(M)3c, now overseas at an advanced base. I am a graduate of an accredited high school, have had 17 years' head office life insurance business experience, the last five in an executive capacity. With this background, is it possible to obtain favorable consideration for a commission in the Naval Reserve without the benefit of two years' college credits? Will BuPers waive the college requirement in favor of business and professional experience on the basis of BuPers Manual, Arts. H-2301 and BuPers Circ. Ltr. 159-42, or will it be necessary for me to advance to PO1c and apply in accordance with BuPers Circ. Ltr. 152-43?—M.K.P., Sp(M)3c.

• *Educational requirements are occasionally waived if an individual's professional background is in line with an existing vacancy requiring a highly specialized type of professional experience. If your C.O. desires to recommend you, you may apply in accordance with Circ. Ltr. 159-42. Or if you advance to PO1c, you may apply in accordance with Circ. Ltr. 152-43.* —ED.

FOREIGN SERVICE PAY

SIR: A man is under orders to leave continental U. S. for a foreign station. He reports aboard a vessel for transportation, but the vessel does not depart for a week. Is he entitled to sea or foreign service duty pay for that week? What if the vessel departed and then put into another U. S. port before sailing for foreign waters?—P.E.B., Y1c, USN.

• *Increased pay for foreign service duty is payable from date of departure overseas from the continental limits of the U. S. until the date of return, inclusive, the date of departure in this case being when the ship departed from the second continental U. S. port. Unless the man's travel orders show by endorsement the date of such departure, the extra pay credit to which he is entitled will be established by his own certificate giving the correct date. Men on regular duty aboard ships receive sea duty pay whether the ship is in port or at sea. Passengers are not entitled to sea pay. While the extra pay for sea or foreign service duty is the same, 20% for enlisted personnel, 10% for officers, the distinction should be kept clear.*—ED.

NO CIVILIAN RIBBON

SIR: May a Navy enlisted man wear campaign bars for service with the Army as a civilian in foreign territory (Middle East) prior to his induction into the naval service?—M. F. H., Y1c, USN.

• *No. The Army has no campaign bar for civilian service outside the U. S.*—ED.

AMPHIBIOUS FORCES INSIGNIA

SIR: The men of this YMS would like to know if they are eligible to wear the Navy Amphibious Forces insignia. We were assigned to an amphibious force to help make the invasion of France on 6 June 1944, and are still assigned to it at the present time.—M. R. J., MoMM1c, USNR.

• *No. Only enlisted personnel included in BuPers Circ. Ltr. 173-44 are authorized to wear the insignia. See page 68, July 1944* INFORMATION BULLETIN.—ED.

SIR: In describing the new shoulder insignia for the amphibious forces in the July 1944 INFORMATION BULLETIN, p. 68, you say that the American eagle is perched on top of a submachine gun which crosses the stock of a Navy patent anchor. The gun actually crosses the shank, since the patent anchor has no stock, the absence of a stock being an advantage of this type of ground tackle.—R.H.K., BM2c.

• *Correct.*—ED.

WAIVER FOR V-12

SIR: A recent circular letter (N.D.B., 31 January 1944, 44-109) stated that applicants for V-12(S) medical program, whose physical standards did not quite meet those prescribed by BuPers, could have the physical requirement waived providing the defects were not organic in nature.

(1) Are Special Assignment personnel having two years' pre-medical education eligible for this program? (2) If not, does BuPers ever authorize change to the Hospital Corps for an enlisted man who has been through the Class A service school for yeomen, although his "Q" card gave the Hospital Corps school as first choice?—A.A.G., Y3c.

• *(1) Yes. If you have completed pre-medical requirements you are eligible for consideration. (2) Men are trained and school quotas assigned on the basis of the needs of the Navy as a whole. Every effort is made to utilize school graduates in the specialty for which they were trained. See paragraph 1(b), BuPers Circ. Ltr. 93-44 (N.D.B., 31 March 1944, 44-379).* —ED.

PERFECT SCORES

SIR: Regarding the story of the recruit who scored a "perfect 76" on his GCT at NTC, San Diego, Calif. (INFORMATION BULLETIN, July 1944, p. 42): While in training at Great Lakes last December I scored 82 on the GCT and was told that 83 was perfect but that no scores of more than 80 had been made previously. (1) Has anyone ever made 83 on the form on which that is the maximum score? (2) What is the record GCT score?—J. H., AS(V-12), USNR.

• *(1) A perfect score of 83 was possible on Form I of GCT which was in use from July 1943 through 31 Dec. 1943; however, no scores of 83 have come to the attention of BuPers. (2) Since 1 Jan. 1944, Form II of GCT has been in use and the perfect score, as was stated in the Bulletin article, is 76.*—ED.

ART COURSES BY MAIL . .

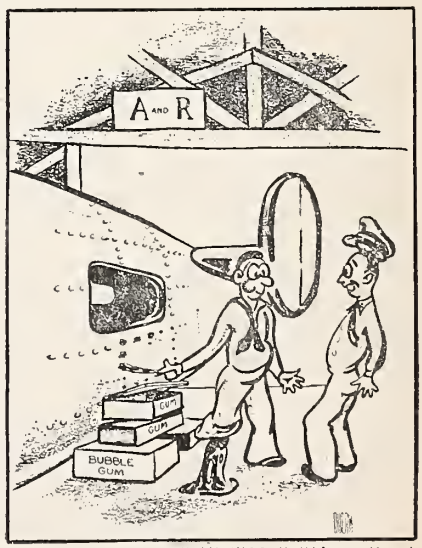
SIR: As a deep-sea diver I have seen many interesting sights I would like to learn to paint. Does the Navy have any schools of design, commercial art or cartooning I might attend?—W. T. W., Cox.

• *No, but numerous USAFI correspondence courses in art and design are available. For information see your educational officer or write, Commandant, United States Armed Forces Institute, Madison 3, Wisconsin.*—ED.

STEWARD'S BRANCH UNIFORMS

SIR: Regarding BuPers Circ. Ltr. 182-44 (NDB, 30 June 1944, 44-755) which concerns changes in uniform regulations for chief cook, cook, chief steward and steward: (1) Is a ship's cook permitted to wear the same uniform as a cook or steward? (2) Does this make cooks and stewards full-fledged petty officers? (3) Would this make a chief cook senior to a BM1c?—G.L.S., Y1c, and R.H., SC2c.

• *(1) The change applies only to the ratings of chief steward, steward, chief cook and cook in the steward's branch. It does not apply to ratings in the commissary branch. (2) No. (3) No, as stewards and cooks exercise military command only over enlisted personnel of the steward's branch.* —ED.



Habit (NAS, Hutchinson, Kans.)

"But we ran out of rivets, Sir."

UNCOVERING AT SERVICES

SIR: In the August issue, the INFORMATION BULLETIN's excellent article on wartime military courtesy says (page 30): "Strictly speaking, officers and men do not uncover in the open except for divine worship, funerals and other religious ceremonics." Could you indicate exactly when they uncover?—H. F. G., Comdr., USNR.

• *During religious services topside aboard ship and during formal religious ceremonies outdoors ashore (such as Easter sunrise service), officers and men remain uncovered throughout the whole ceremony.*

During funerals, officers and men remain covered while in the open, and uncover upon entering the church. During burial at sea, they remain covered throughout the service.

In general, a military man uncovers during a religious ceremony but remains covered during a military ceremony. Church services, civilian funerals or burial services which the officer or man attends as a friend or relative rather than as a representative of the Navy, are religious ceremonics. Military funerals and burial at sea are regarded as military ceremonies.

As for saluting, when called for, an officer or man salutes rather than uncovers at a military ceremony, as that is his traditional mark of respect. However, as a participant at a nonmilitary funeral or burial service, he may, if he wishes, follow the civilian custom and uncover (rather than salute) when such honors are called for, as during the procession to the grave, the lowering of the body, etc.

It should be noted that Jewish custom calls for remaining covered during all religious ceremonies, and that therefore the rules regarding uncovering as stated above do not apply to Jewish personnel who desire to observe their own precepts.—ED.

DISCHARGES OVERSEAS

SIR: Will it be possible at the end of the war for an enlisted man, upon his own request, to be mustered out of the Navy in a foreign country, if on duty in or near that country at the time?—H. H. S., PhM3c, USNR.

• *Under Article 1689 of Navy Regs a man may, upon his own written request, be discharged outside of the U.S. In doing so, he waives all claim for transportation at government expense to the U.S. and all consular aid.*—ED.

AIR BOMBER TRAINING

SIR: What are my chances for becoming an air bomber? I entered the Navy in September 1942. After boot training, I served at two air stations. I was assigned to a fighter training squadron and in July 1943 was advanced to AM3c. Last November, I entered V-12. This July I will be transferred to other duty because of failing grades due partially to illness.—E.M.B., USNR.

• *Only a small quota of AOMs are selected for training as air bombers, so the odds would be greatly against you, in view of your AM rating.*—ED.

TRAVELS WITH MAIL

SIR: For the past five months I have been authorized by my commanding officer to regularly fly with the mail to San Clemente and San Nicholas Island. These islands are over 100 miles past the three mile limit. Am I authorized to: (1) receive flight pay; (2) wear American area ribbon; (3) wear air wings, and (4) receive additional mustering-out pay?—A.F.S., Sp(M)1c.

• *(1) No. See BuPers Circ. Ltr. 102-42 (N.D.B. cum. ed., 42-313). (2) Yes. (3) No. See BuPers Circ. Ltr. 174-44 (N.D.B., 30 June 1944, 44-747). (4) The rights for mustering-out pay can not be determined until discharge, when all service can be examined.*—ED.

SPECIALISTS (F)

SIR: Can a Sp (F) 3c (fire fighter) be put in charge of training recruits? Is so, shouldn't he be given a CPO rating?—W.M.H., USNR.

• *To your first question, Yes. The rating is primarily for fire-fighter instructors who are used mainly to train men for fighting shipboard fires. To the second question: No, advancement depends upon recommendation of commanding officer, fulfillment of requirements and upon existence of vacancies in complement.*—ED.

Limited space makes it impossible to print more than a small proportion of the letters received each month. Only those of widest interest, for which the answers are not readily available at ships and stations, can be selected. If your letter does not appear, it is suggested that you check back through recent issues of the INFORMATION BULLETIN, since many letters must be eliminated because they have been answered by previous material in the Letters column or elsewhere.

HOSPITAL CORPS DEVICE

SIR: (1) What pin-on corps device should be worn by a commissioned officer of the hospital corps? (2) By a Women's Reserve officer of the H.C.?—A.B.B., Lt., USN.

• *(1) The gold caduceus. (2) The insignia authorized for the H.C. and for medical specialists is the reserve (light) blue caduceus on the sleeves. The gold caduceus on the shirt collar tip in case the jacket is removed.*—ED.

MERCHANT MARINE HONORS

SIR: What decorations have been authorized for service in the merchant marine and what are the governing regulations? Are men now in the Navy entitled to wear merchant marine ribbons?—A. J. G., CCM, USNR.

The following decorations have been authorized for merchant marine service and may be worn by naval personnel who earned them while serving in the merchant marine:

Atlantic War Zone Bar, *for service since 7 Dec. 1941 in the North and South Atlantic, Gulf of Mexico, Caribbean Sea, Barents Sea and Greenland Sea.*

Mediterranean-Middle East Zone Bar, *for service since Pearl Harbor in Mediterranean Sea, Red Sea, Arabian Sea and Indian Ocean west of 80 degrees East Longitude.*

Pacific War Zone Bar, *for service since Pearl Harbor in the North and South Pacific and Indian Ocean east of 80 degrees east longitude.*

Merchant Marine Distinguished Service Medal, *awarded to seamen who have distinguished themselves by outstanding conduct or service in line of duty on or after 3 Sept. 1939. Only one award is made to any seaman, but for each succeeding instance sufficient to justify the award a suitable insignia is presented to be worn with the medal.*

Combat Bar, *issued to seamen who have served since 8 Sept. 1939 in a ship which, at the time of such service, was directly attacked or damaged by an instrumentality of war. There is a star to be attached to bar for seamen who are forced to abandon ship when so attacked or damaged. An additional star is authorized for each subsequent abandonment.*

Mariner's Medal, *awarded to any seaman who while serving since Pearl Harbor is wounded, suffers physical injury or suffers dangerous exposure as a result of an act of enemy. Posthumous awards are presented to such representatives of the deceased as the Administrator, War Shipping Administration deems proper.*

Merchant Marine Service Emblem, *presented to all men who serve in the merchant marine at any time between 7 Dec. 1941 and the end of the present war in any U. S. flag ship, or in any foreign flag ship at a time when operated by or for the account of the WSA or Maritime Commission.*

The following new awards were authorized by Executive Order 9472, 29 Aug. 1944:

Gallant Ship Unit Citation Ribbon, *awarded to seamen serving aboard a U. S. or foreign ship operated by WSA or Maritime Commission since 8 Sept. 1939 for outstanding action against attack or in marine disasters. A plaque is awarded to the ship.*

Meritorious Service Medal, *awarded to seamen who since 8 Sept. 1939 have been commended by the Administrator, WSA, for meritorious service not justifying award of the Merchant Marine Distinguished Service Medal. Only one Meritorious Service Medal is awarded any seaman, but for additional commendations a suitable device is presented to be worn with medal and ribbon.*

Merchant Marine Defense Bar, *awarded to any seaman who has served any time during period 8 Sept. 1939 to 7 Dec. 1941.*

(The term "seaman," in this connection, includes any member of a ship's company who serves at any time, during the period beginning 7 Dec. 1941 and ending with the termination of the present war in any U. S. flag ship or in any foreign flag ship at a time when operated by or for the account of the Maritime Commission or WSA.)

None of the WSA or Maritime Commission awards are licensed for private sale or distribution. They are available only through official channels. They are issued by the Seamen's Service Awards Committee upon voluntary application by seamen or former seamen of the merchant marine who furnish information of eligibility for such awards. Applications should include the applicant's name, his merchant marine license number or identification number, the name or names of ships in which he served, the dates of such service and his permanent mailing address. All correspondence regarding these awards should be transmitted in sealed envelopes to the Seamen's Service Awards Committee, War Shipping Administration, Washington, D. C. When a merchant marine medal is awarded or a ribbon is issued, a certification card is issued at the same time and is carried by the officer or man to show his right to wear the award.—ED.

WEARING OF THE GRAY

SIR: May gold-on-black shoulder boards and gold buttons be worn on gray uniforms for dress purposes?—P.E.A., Ens., USNR.

• *No. Gray is a work uniform, worn only with gray shoulder marks and blue-black plastic buttons, as specified in Alnav No. 53, 7 March 1944.*—ED.

PROMOTION OF INJURED

SIR: If an A-V(N) officer is assigned to ground duties because of injuries received in line of duty, is it necessary for him to transfer to A-V(S) in order to receive a promotion?—T. H. N., Lt. (jg), USNR.

• *No. Alnav 122-44 and subsequent promotion directives provide that an officer not physically qualified for sea duty because of wounds incurred in line of duty is considered physically qualified for promotion, if physically fit for other than sea duty and not under hospital treatment. For purpose of promotion, unrestricted flight duty is considered sea duty. Where the CO believes that a man's disability was incurred in line of duty, the case should be referred to BuPers for decision as to whether or not the injury is a "wound" and was incurred in line of duty, even though a report of medical survey has placed the man on limited duty. If an A-V(N) officer's disability is such that he is not qualified for the actual control of aircraft, his case should likewise be referred to BuPers for consideration as to a change in his classification.*—ED.



Mobster (Fleet Hospital, No. 109)

"Well, s'long. . . . My 18 months are up!"

DECORATIONS, MEDALS AND RIBBONS

A summary of the regulations governing the issuance and wearing of awards now designated for naval personnel

IN this special eight-page section the INFORMATION BULLETIN gives in brief form the rules about decorations, medals and ribbons awarded to naval personnel—what they are given for, how you wear them, who awards them, what they look like.

Also included is information on stars, service clasps and letters worn with the ribbons; the wearing of Army, merchant marine and foreign decorations; the relative standing of awards, and a list of all Presidential Unit Citations announced to date.

During time of war, only the ribbon bars of the decorations and medals are worn, even for full-dress occasions. Reproductions of these in full color will be found on the center spread.

Three new decorations appear there that were not in the earlier INFORMATION BULLETIN article of March 1943: the Bronze Star Medal, the Commendation Ribbon and the United States of America Typhus Commission Medal. Details of the first two will be found in "Table of Naval Decorations and Regulations," opposite page 36; the third appears in "Decorations, Medals and Badges," opposite page 41.

Although these two sections give the basic information on most awards, further information on some of them will be found on other pages. This information covers questions frequently asked by naval personnel concerning area campaign ribbons, the American Defense Service Medal, Presidential Unit Citations, Army medals, etc.

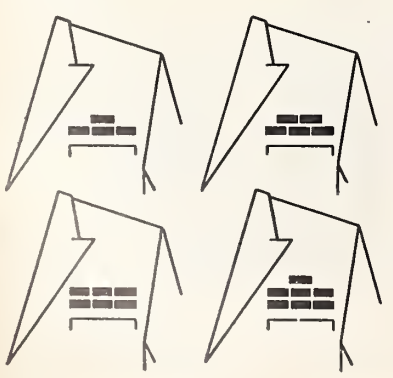
MANNER IN WHICH RIBBONS ARE WORN

Ribbons of decorations, medals and badges are worn in horizontal rows of three each, if you have that many, the rows to be ¼ inch apart. Any row with less than three ribbons becomes the top row and is centered over the row or rows beneath it.

They are to be worn on the left breast clear of the lapel, as far as practicable. The upper edge of the main, or bottom, row should be on a line one inch below the point of the shoulder (a point halfway between top and bottom of the shoulder joint, where your sleeve is joined).

The arrangement by seniority (see table on opposite page) is from the top down and from inboard outboard. For wearing of Army or foreign decorations, see next page.

Drawings below show manner of wearing:



STARS, SERVICE CLASPS, etc.

Gold, silver or bronze stars; service clasps; and letters (such as "A" and "W") are authorized to be worn on various medals and service ribbons. Numerals are not authorized.

No more than one decoration of the same type may be awarded to any one person, but in lieu of a subsequent award of the same decoration, a gold star is awarded, to be worn on the ribbon.

Stars, clasps and letters are authorized for other medals and ribbons as follows:

Expeditionary Medal (Navy, Marine Corps): a bronze star for each expedition in excess of one. Navy and Marine Corps personnel who served in the defense of Wake Island, 7 to 22 Dec. 1941, wear a silver "W" on the appropriate Expeditionary Medal ribbon.

Victory Medal (World War service medal): service clasps and battle clasps, to be worn on the ribbon of the medal, are authorized for each person who performed any of the duties designated in BuPers Manual, Art. A-1037, par. (2). Clasps for service on ships are awarded as shown in the list in par. (5) of the same article.

No one is entitled to more than one service clasp, or to more than one Meuse-Argonne battle clasp. A bronze star is worn on the service ribbon bar in lieu of any clasp authorized.

When any person has been commended by the Secretary of the Navy, as a result of the recommendation of the board of awards, for performance of duty during World War I not justifying the award of a Medal of Honor, a Distinguished Service Medal or a Navy Cross, he wears a silver star for each such citation.

A bronze Maltese cross is placed on the service ribbon for those officers and men of the Marine Corps and Medical Corps, United States Navy, who were attached to the American Expeditionary Forces in France any time between 6 April 1917 and 11 Nov. 1918, and who are not entitled to any battle clasp provided for by General Order No. 83, War Department, 30 June 1919.

American Defense Service Medal: a service clasp, "Fleet" or "Base," is worn on the ribbon of the medal by those who, between 8 Sept. 1939 and 7 Dec. 1941, inclusive, performed duties set forth below. No person is entitled to more than one such clasp.

(a) *Fleet.*—For service on the high seas while regularly attached to any vessel or aircraft squadron of the Atlantic, Pacific or Asiatic Fleets; to include vessels of the Naval Transportation Service and vessels operating directly under the Chief of Naval Operations.

(b) *Base.*—For service on shore at bases and naval stations outside U. S. continental limits. (Includes duty in Alaska.)

A bronze star is worn on the service ribbon in lieu of any clasp authorized.

Navy, Marine Corps and Coast Guard personnel who served on vessels in actual or potential belligerent contact with Axis forces in the Atlantic Ocean (as listed in BuPers Manual, Art. A-1042) wear a bronze "A" on their service ribbon in lieu of the bronze star.

Naval Reserve personnel on training duty under orders must have served at least 10 days in such duty. Persons ordered to active duty for physical examination and subsequently disqualified are not entitled to the American Defense Service Medal. Reserve officers ordered to ships of the fleet for training duty (cruise) and officers serving on board ships for temporary additional duty from shore stations are not considered "regularly attached" and are not entitled to the fleet clasp.

Area campaign medals (American; European-African-Middle Eastern; Asiatic-Pacific): a bronze star is worn on the service ribbon for certain authorized operations and engagements (complete list to date appeared in the INFORMATION BULLETIN, October 1944, p. 66). For five or more such operations or engagements, a sliver star is worn on the ribbon in lieu of each five bronze stars authorized.

Good Conduct Medal: a Good Conduct Medal is issued as the first award to an individual and a pin for each subsequent award. A bronze star is worn on the service ribbon for each good-conduct pin that is received.

NAVY HAS HONORED 18,042 IN THIS WAR

Medals, decorations and ribbons awarded during the current war to personnel of the Navy, Marine Corps and Coast Guard and by the Navy to personnel of the Army and of foreign nations:

Medal of Honor	56
Navy Cross	1,687
Distinguished Service Cross (Army)	40
Distinguished Service Medal	146
Legion of Merit	1,003
Legion of Merit (to foreigners)	115
Silver Star Medal	3,319
Distinguished Flying Cross	1,973
Navy and Marine Corps Medal	1,584
Soldier's Medal (Army)	45
Bronze Star Medal	1,176
Air Medal	5,283
Commendation Ribbon	1,611
Life-Saving Medal	4
TOTAL	18,042

Naval Reserve Medal: a bronze star is worn on the ribbon for each *additional* 10 years of honorable service.

Commendation Ribbon: a second authorization, and each succeeding authorization, to wear the commendation ribbon is represented by a bronze star on the ribbon.

ARMY RIBBONS

Ribbons of medals and badges awarded to naval personnel by the Army, or won by naval personnel during previous service in the Army, may be worn on naval uniforms in proper order of seniority.

Some of the Army awards, and the Navy ribbon they follow when worn by naval personnel, are: Medal of Honor (follows Navy's Medal of Honor), Distinguished Service Cross (follows Navy Cross), Distinguished Service Medal (follows Navy's DSM), Soldier's Medal (follows Navy & Marine Corps Medal) and Distinguished Unit Badge (follows Presidential Unit Citation).

The Army's Distinguished Unit Badge is worn by Army personnel on the right breast. However, when awarded to naval personnel, it is worn on the left breast along with other ribbons. If you served in the defense of the Philippines at any time between 7 Dec. 1941 and 9 April 1942, you are eligible for this badge and may apply to BuPers via your CO.

If you have good reason to believe you are entitled to any other Army medal (such as the Good Conduct medal) for previous Army service, you may have this determined by the Decorations Section, Adjutant General's Office, War Department. Any letters sent there should be via your CO.

FOREIGN DECORATIONS

Congress has authorized officers and enlisted men of the U. S. armed forces, during the present war and for one year thereafter, to accept and wear any decoration, order, medal or emblem bestowed upon them by the government of a cobelligerent nation or of an American republic, and which is conferred by such government upon members of its own armed forces.

Any such decoration or award should be tendered through the Department of State, and not to the individual in person (except immediate combat awards in the field, which may be cleared through the senior local American commander).

However, if you are tendered a decoration under circumstances where refusal to accept would cause embarrassment to the power conferring it, you accept it "pending approval," and forward the award and a full report of the circumstances to BuPers.

Foreign decorations or medals are worn to the left of all American decorations or medals, and may not be worn unless at least one American decoration or medal is also worn.

Naval personnel who won the right to wear the French Fourragere by serving in units awarded it in World War I may wear it with their naval uniforms under certain conditions. For details, see INFORMATION BULLETIN, Aug. 1944, p. 71.

RELATIVE STANDING OF DIFFERENT AWARDS
showing order in which their ribbons are to be worn

DECORATIONS

1. Medal of Honor
2. Medal of Honor (1917-18) (by law no longer authorized for award)
3. Marine Corps Brevet Medal
4. Navy Cross
5. Distinguished Service Medal
6. Legion of Merit*
7. Silver Star Medal
8. Distinguished Flying Cross
9. Navy and Marine Corps Medal
10. Bronze Star Medal
11. Air Medal
12. Commendation Ribbon
13. Purple Heart
14. Specially Meritorious Medal (no longer awarded)
15. Presidential Unit Citation
16. United States of America Typhus Commission Medal (awarded by the President)
17. Gold Life-saving Medal (awarded by the Treasury Department)
18. Silver Life-saving Medal (awarded by the Treasury Department)

* Legion of Merit is awarded U. S. Armed Forces without reference to degree; others are awarded the Legion of Merit in four degrees: Chief Commander, Commander, Officer and Legionnaire.

COMMEMORATIVE MEDALS

1. Dewey Medal (commemorating Battle of Manila Bay)
2. Sampson Medal (commemorating naval engagements in the West Indies)
3. NC-4 Medal (commemorating the first transatlantic flight of the U. S. flying boat in May 1919)
4. Byrd Antarctic Expedition Medal (1928-30)
5. Second Byrd Antarctic Expedition Medal (1933-35)

SERVICE MEDALS

1. Civil War
2. Expeditionary Medal (Navy and Marine Corps; initial award, 1874)
3. Spanish campaign
4. Philippine campaign
5. China Relief Expedition
6. Cuban Pacification
7. Nicaraguan campaign, 1912
8. Mexican service
9. Haitian campaign, 1915
10. Dominican campaign
11. Victory Medal
12. Army of Occupation of Germany Medal (1918-23)
13. Haitian campaign, 1919-20
14. Second Nicaraguan campaign
15. Yangtze service
16. China service
17. American defense service
18. Area campaign medals (worn in order as earned, but in their seniority as regards other medals and ribbons):
    (a) American area
    (b) European-African-Middle Eastern area
    (c) Asiatic-Pacific area

MISCELLANEOUS MEDALS

1. Good Conduct Medal (Navy, Marine Corps or Coast Guard)
2. Bailey Medal
3. Naval Reserve Medal (or Marine Corps Reserve)
4. Medal for Merit (civilians only)

GUNNERY MEDALS

1. Edward Trenchard section Navy League Medal*
2. Knox Gun-Pointer Medal*

* Discontinued for the duration.

SMALL-ARMS MEDALS AND BADGES

1. Navy Distinguished Marksman Gold Badge, or Navy Distinguished Pistol Shot Gold Badge
2. Navy Expert Rifleman Medal (or Coast Guard)
3. Navy Expert Pistol Shot Medal (or Coast Guard)

(Note: No other small-arms medals or badges are represented by ribbons.)

MERCHANT MARINE

The following ribbons, listed in order of precedence, have been authorized for merchant marine service in this war and may be worn by naval personnel who earned them while serving in the merchant marine: Merchant Marine Distinguished Service Medal, Meritorious Service Medal, Gallant Ship Unit Citation Ribbon, Mariner's Medal, Combat Bar, Atlantic War Zone Bar, Mediterranean-Middle East Zone Bar, Pacific War Zone Bar, and Merchant Marine Defense Bar. The three war zone bars are worn in order earned. (See also "Merchant Marine Honors," p. 33).

GOOD CONDUCT MEDALS

Good Conduct Medals are issued to enlisted personnel by the Bureau of Naval Personnel. A medal is issued as the first award to an individual and a pin for each subsequent award.

Men with clear records (no offense or qualifying remarks entered in service record) and with a final average of 3.5 in proficiency in rating are eligible to receive good-conduct awards for service terminating on or after 1 July 1931 as follows:

(*a*) For first enlistment or minority enlistment, and if extended for two years, the last four years in lieu thereof may be considered, provided the first period of service would have terminated with an honorable discharge.

(*b*) For second or subsequent enlistment or extensions of three or four years.

(*c*) For a total of four years served in extensions of an enlistment.

(*d*) In a six-year enlistment, for the first three years and also for the remaining period of the enlistment, provided the enlistment terminates with an honorable discharge.

Service in extensions of one or two years (except as indicated in (*a*) and (*c*) above) or for enlistments terminated prior to expiration (except when discharged for convenience of the government within three months of expiration of enlistment) will not be considered for good-conduct awards.

Enlisted men of the Naval Reserve whose records and marks fulfill the requirements prescribed here for regular Navy are eligible and may be rec-

Vessels and Units Which Have Won PRESIDENTIAL UNIT CITATIONS

Vessel or Unit	Type	Date of Action
USS Alchiba	Freighter	Aug.-Dec. 1942
USS Atlanta	Cruiser	12-13 Nov. 1942
USS Bernadou	Destroyer	8 Nov. 1942
USS Bowfin	Submarine	2d war patrol (no date indicated)
USS Buchanan	Destroyer	7 Aug. 1942 to 26 Feb. 1944
USS Cole	Destroyer	8 Nov. 1942
USS Dallas	Destroyer	10 Nov. 1942
USS Enterprise	Carrier	7 Dec. 1941 to 15 Nov. 1942
First Marine Division (Reinforced)		7 Aug. to 9 Dec. 1942
USS Greenling	Submarine	May to Dec. 1942 (3 war patrols)
USS Guardfish	Submarine	May to Dec. 1942 (2 war patrols)
USS Gudgeon	Submarine	7 Dec. 1941 to 25 April 1943 (first seven war patrols)
USS Haddock	Submarine	2d, 5th, 6th, 7th war patrols (no dates indicated)
USS Houston	Cruiser	7 Dec. 1941 to 28 Feb. 1942
USS Laffey	Destroyer	15 Sept. to 13 Nov. 1942
USS LCI (L) 1	Landing Craft, Infantry (Large)	July 1943
MTB Squadrons 12 and 21		Oct. 1943 to March 1944
Marine Aircraft Group 22		June 1942
USS Maury	Destroyer	1 Feb. 1942 to 6 Aug. 1943
USS McFarland	Seaplane tender	20 June to 16 Oct. 1942
USS Nautilus	Submarine	Three war patrols (no dates indicated)
Navy Combat Demolition Unit of Force "O"		6 June 1944
USS Nicholas	Destroyer	July 1943
USS O'Bannon	Destroyer	7 Oct. 1942 to 7 Oct. 1943
USS Radford	Destroyer	July 1943
USS Sailfish	Submarine	10th war patrol (no date indicated)
USS San Francisco	Cruiser	11-12 Oct. and 13 Nov. 1942
Second Marine Division (Reinforced): Division Headquarters Special Troops (including Co. "C," 1st Corps Medium Tank Battalion) Service Troops 2d, 6th, 8th, 10th and 18th Marine Regiments		20 Nov. to 24 Nov. 1943
USS Smith	Destroyer	26 Oct. 1942
Task Unit 21.14		27 July to 25 Oct. 1943
USS Card	Carrier	
USS Barry	Destroyer	
USS Borie	Destroyer	
USS Goff	Destroyer	
VC Squadrons 1 and 9		
Torpedo Squadron 8 (USS Hornet)	Carrier	4 June 1942
USS Trigger	Submarine	5th, 6th and 7th war patrols (no dates indicated)
USS Trout	Submarine	Numerous successful war patrols (no dates indicated)
VB Squadron 104		15 Aug. 1943 to 19 Mar. 1944
VP Squadrons 11, 34 and 52		15 Sept. 1943 to 1 Feb. 1944
USS Wahoo	Submarine	16 Jan. to 7 Feb. 1943
Wake Detachment: First Defense Battalion, Marine Fighting Squadron 211 of Marine Aircraft Group 21, Army and naval personnel present.		8 to 22 Dec. 1941

List includes all citations announced as of 1 Oct. 1944.

ommended for good-conduct awards after each three-year period of continuous active service in time of national emergency and/or war.

Good-conduct pins are worn on the ribbon of the medal. One bronze star is worn on the service ribbon for each good-conduct pin received.

For service terminating on or after 1 July 1921 and prior to 1 July 1931, good-conduct awards will be made in accordance with the requirements as to marks and recommendations in effect at the time of service and in accordance with service requirements as follows:

(*a*) For first enlistment or for minority enlistment, provided the enlistment is extended or upon reenlistment within three months.

(*b*) For first enlistment if honorably discharged from service begun in the Naval Reserve Force, and continued in the regular Navy by transfer, provided that the service in the Navy is of not less than two years' duration and that reenlistment is under continuous service.

(*c*) For a second or subsequent enlistment, previous enlistment having terminated with honorable discharge. Continuous service is not necessary.

(*d*) Upon discharge from an extension of four years (or a total of four years) of a first or other enlistment, provided that basic enlistment would have terminated with an honorable discharge.

(*e*) For a constructive enlistment of four years (or three years and nine months) active duty begun in the regular Navy and continued in the Naval Reserve (classes F3, F4 and F5), or where a retired man is recalled and completes not less than three years and nine months active duty.

For service ending before 1 July 1921, see BuPers Manual, Art. A-1046.

If a man has any question about his eligibility for a good-conduct award which does not seem to be covered here or in BuPers Manual, Art. A-1046, he should take the question up with his CO. If a further ruling or interpretation is required, the question should be referred through channels to BuPers and will receive immediate attention.

SERVICE STRIPES are worn by enlisted men on the left sleeve on coats and jumpers. One service stripe is worn for each four years of active service in regular Navy or Naval Reserve. Although not a decoration or medal, the service stripe is included in this section because of its relation to the Good Conduct medal (above).

The stripes are seven inches long, of scarlet cloth when worn on blue clothes, of blue twill when worn on white, khaki or gray clothes.

Stripes are stitched on the sleeve diagonally across the outside of the forearm at an angle of 45°. On coats, the lower end of the first stripe shall be not less than two inches from the cuff end of the sleeve; on jumpers, it shall be four inches above the upper edge of the cuff.

Gold lace service stripes are worn (1) by enlisted men holding three consecutive good-conduct awards or with 12 years' *continuous* service during which time records have been maintained with marks and qualifications equivalent to those necessary for the receipt of good-conduct awards, provided that in no case shall a man with less than 12 years' service be entitled to wear the gold lace stripes; (2) by enlisted men of the Naval Reserve who perform *continuous* active duty, maintain the required marks, and meet the foregoing qualifications.



BURGEE PENNANT DESIGN FOR PRESIDENTIAL UNIT CITATION

UNIT CITATIONS

The Presidential Unit Citation may be awarded to any ship, aircraft or other naval unit, and to any Marine Corps aircraft, detachment, or higher unit, for outstanding performance in action on or after 16 Oct. 1941.

Under original regulations, the ribbon could not be worn until after the second unit citation. This was modified by Alnav 137-43 as follows:

(1) When a unit has received the Presidential Unit Citation all personnel serving in that unit during the occasion for which cited, or any part thereof, wear the citation ribbon with one star permanently, regardless of where they serve.

(2) Such personnel wear an additional star for each additional citation of the unit upon which they serve during the occasion for which the unit is cited, whether it be the same or another unit.

(3) Personnel who subsequently join a unit which has been cited wear the plain citation ribbon without star and only while attached to that unit.

(4) Flag officers and members of their staffs serving in a unit upon the occasion for which cited, or any part thereof, are included in the citation.

When medals are worn, the Presidential Unit Citation is worn on the right breast; otherwise, on the left, with other ribbons.

The insignia for units cited is a burgee pennant of blue, gold and scarlet (see drawing). Ships, aircraft and tank units, etc., display a bronze plaque with this design centered above the engraved citation (individual planes and tanks may paint the design in a suitable place). For companies, battalions, regiments, etc., a battle streamer is authorized, with the citation engraved upon the standard.

In time of peace, ships may also fly the pennant itself, and may display a painted pennant of insignia design from some place on the top hamper so as to be visible to other units.

If a unit is cited more than once, a blue star is added for each extra citation, up to a total of five stars.

Commanders of forces afloat make recommendations to the Secretary of the Navy via official channels for the Presidential Unit Citation for units of their commands deemed worthy of it. Units must perform services in action above and beyond the high standard expected of our forces and outstanding as compared to services of comparable units in the same or similar actions.

A complete list of Presidential Unit Citations announced to date appears on this page. As further units are cited, the notices will appear as usual on Decorations and Citations pages.

TABLE OF NAVAL DECORATIONS AND REGULATIONS

Name of medal and ribbon	Authorized by:	Awarded to:	Awarded for:	Time limits for recommendations or awards	Gratuity
Medal of Honor	Act of 21 Dec. 1861; act of 3 Mar. 1901; act of 3 Mar. 1915; act of 4 Feb. 1919; act of 7 Aug. 1942, which supersedes above acts.	Any person who, while in the naval service of the United States shall, in action involving actual combat with the enemy, or in the line of his profession, distinguish himself conspicuously by gallantry and intrepidity at the risk of his life above and beyond the call of duty and without detriment to the mission.	Combat or noncombat.	Must be issued within 5 years from date of distinguished act, or recommended within 3 years of act, or service.	$2 per month from date of distinguished act, to enlisted men only.
Medal of Honor (1917–18) (no longer issued).	Act of 4 Feb. 1919	Any person who, while in the naval service of the United States shall, in action involving actual conflict with the enemy, distinguish himself conspicuously by gallantry and intrepidity at the risk of his life above and beyond the call of duty and without detriment to the mission.	Combat only.	do	Do.
Navy Cross	Act of 4 Feb. 1919; act of 7 Aug. 1942.	Any person serving with the naval service of the United States who distinguishes himself by extraordinary heroism in connection with military operations against an armed enemy.	do	do	Do.
Distinguished Service Medal.	Act of 4 Feb. 1919; act of 7 Aug. 1942.	Any person who, while serving in any capacity with the Navy of the United States since 6 Apr. 1917, has distinguished himself by exceptionally meritorious service to the Government in a duty of great responsibility.	Combat or noncombat.	do	Do.
Legion of Merit	Act of 20 July 1942; Executive Order No. 9260 of 29 Oct. 1942.	Personnel of the armed forces of the United States and the Philippines: and personnel of the armed forces of friendly foreign nations who, since 8 Sept. 1939, shall have distinguished themselves by exceptionally meritorious conduct in the performance of outstanding services.	do	No time limit	No gratuity provided.
Silver Star Medal	Act of 7 Aug. 1942	Any person who, while serving in any capacity with the Navy of the United States since 6 Dec. 1941, has distinguished himself conspicuously by gallantry and intrepidity in action, not sufficient to justify the award of Medal of Honor or Navy Cross; also cases of persons previously submitted, recommended for Medal of Honor or Navy Cross or Distinguished Service Medal, and who were turned down, may be reconsidered, all cases to be considered on records now in Navy Department.	Combat only.	Must be issued within 5 years from date of distinguished act or service, or recommended within 3 years, except when awarded in cases previously submitted and turned down for Medal of Honor, DSM, or Navy Cross.	$2 per month from date of distinguished act, for enlisted men only, since 6 Dec. 1941.
Distinguished Flying Cross.	Act of 2 July 1926; Exec. Order No. 4576 of 28 Jan. 1927; Exec. Order No.7786 of 8 Jan. 1938.	Any person who, while serving in any capacity with the Air Corps of the Army, National Guard, and Organized Reserves, or with U. S. Navy, Marine Corps or Coast Guard, subsequent to 6 Apr. 1917, has distinguished himself by heroism or extraordinary achievement while participating in aerial flight. Members of military, naval, or air forces of foreign governments, while serving with the United States.	Combat or noncombat.	Must be issued within 3 years from date of distinguished act or service, or recommended within 2 years from date of act or service.	$2 per month from date of distinguished act or service, for enlisted men only.
Navy and Marine Corps Medal	Act of 7 Aug. 1942	Any person who, while serving in any capacity with the U. S. Navy or Marine Corps, including Reserves, shall have, since 6 Dec. 1941, distinguished himself or herself by heroism not involving actual conflict with an enemy, or to any person to whom the Secretary of the Navy has formerly awarded a letter of commendation for heroism, regardless of date, subject to approval of the Board of Decorations and Medals.	Noncombat only.	Must be issued within 5 years from date of distinguished act or service, or recommended within 3 years, except when awarded in lieu of a letter of commendation previously awarded for heroism.	No gratuity for services prior to 7 Dec. 1941; $2 per month from date of distinguished act, after 7 Dec. 1941, for enlisted men only.
Bronze Star Medal	Exec. Order No. 9419 of 4 Feb. 1944.	Any person serving with Army, Navy, Marine Corps or Coast Guard on or after 7 Dec. 1941 who distinguishes himself by heroic or meritorious achievement or service, not involving participation in aerial flight, in connection with military or naval operations against an enemy.	Combat or noncombat.	No time limit	No gratuity authorized.
Air Medal	Exec. Order No. 9158 of 11 May 1942; Gen. Order No. 175 of 27 June 1942.	Any person who, while serving with Army, Navy, Marine Corps or Coast Guard of the United States in any capacity, subsequent to 8 Sept. 1939, distinguishes himself by meritorious achievement while participating in an aerial flight.	do	do	Do.
Commendation Ribbon.	Alnav 11–44, 11 Jan. 1944.	All personnel of Navy, Marine Corps and Coast Guard who receive an individual letter of commendation signed by SecNav, Cominch, CincPac or CincLant, or a Fleet Commander of rank of Vice Admiral or above, for an act of heroism or service performed since 6 Dec. 1941 (but ribbon may not be worn for letters received after 11 Jan. 1944 unless text so authorizes, or for any letters from Fleet Commanders prior to 13 Sept. 1944).	do	do	Do.
Purple Heart	Exec. Order No. 9277 of 3 Dec. 1942; Gen. Order No. 186 of 21 Jan. 1943.	Persons wounded in action against the enemy of the United States while serving with the Navy, Marine Corps, or Coast Guard of the United States or as result of act of such enemy, if wound necessitated treatment by medical officer. Also to next of kin of persons killed in action.	Combat only.	do	Do.
Specially Meritorious Medal, War with Spain (no longer issued).	Act of 3 Mar. 1901	Officers and men of the Navy and Marine Corps who rendered specially meritorious service, other than in battle, during the War with Spain.	Noncombat only.	do	Do.
Presidential Unit Citation.	Exec. Order 9050 of 6 Feb. 1942; Gen. Order 187 of 3 Feb. 1943.	Any ship, aircraft, or naval units, any marine aircraft detachment or higher unit for outstanding performance in action on or after 16 Oct. 1941.	Combat only.	do	Do.



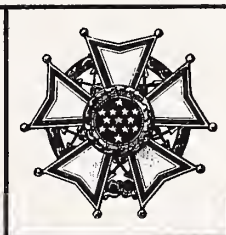
MEDAL OF HONOR



NAVY CROSS



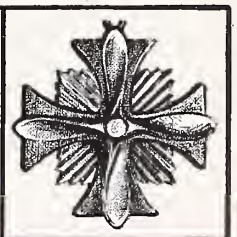
DISTINGUISHED SERVICE MEDAL



LEGION OF MERIT



SILVER STAR MEDAL



DISTINGUISHED FLYING CROSS



NAVY & MARINE CORPS MEDAL



BRONZE STAR MEDAL



AIR MEDAL



PURPLE HEART MEDAL



SPECIALLY MERITORIOUS MEDAL

NOTE.—A gold star is awarded in lieu of a second award of the same decoration. Each additional award which carries a gratuity shall entitle the recipient to further additional pay at the rate of $2 per month from date of the distinguished act or service for which the award is made, and this shall continue throughout his active service, whether continuous or not.

RIBBONS OF DECORA

AWARDED TO NA



MEDAL OF HONOR



MARINE CORPS
BREVET



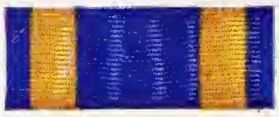
NAVY CROSS



DISTINGUISHED
SERVICE MEDAL



BRONZE STAR
MEDAL



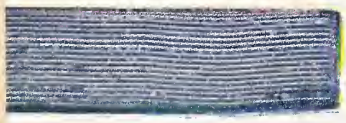
AIR MEDAL



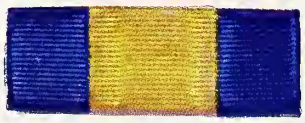
COMMENDATION
RIBBON



PURPLE HEART



SILVER
LIFE SAVING MEDAL



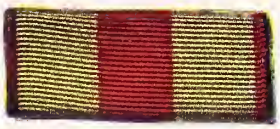
DEWEY MEDAL



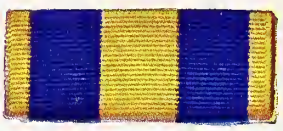
SAMPSON MEDAL



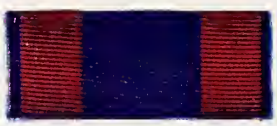
NC-4 MEDAL



MARINE CORPS
EXPEDITIONARY MEDAL



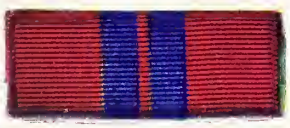
SPANISH
CAMPAIGN MEDAL



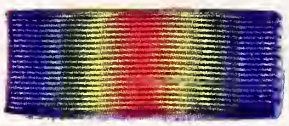
PHILIPPINE
CAMPAIGN MEDAL



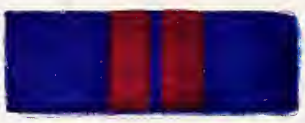
CHINA RELIEF
EXPEDITION MEDAL



DOMINICAN
CAMPAIGN MEDAL



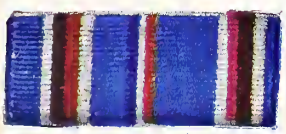
VICTORY MEDAL



HAITIAN
CAMPAIGN MEDAL
(1919-1920)



ARMY OF OCCUPATION
OF GERMANY MEDAL
(1918-1923)



AMERICAN
AREA CAMPAIGN
MEDAL[2]



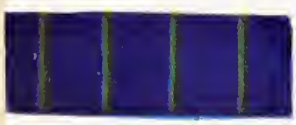
EUROPEAN-AFRICAN-
MIDDLE EASTERN AREA
CAMPAIGN MEDAL[2]



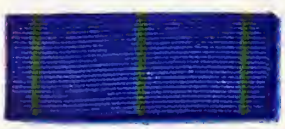
ASIATIC-PACIFIC
AREA CAMPAIGN
MEDAL[2]



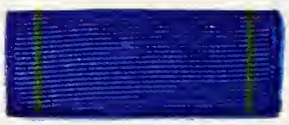
NAVY
GOOD CONDUCT
MEDAL



NAVY
DISTINGUISHED MARKSMAN
ISTINGUISHED PISTOL SHOT



NAVY
EXPERT RIFLEMAN



NAVY
EXPERT PISTOL SHOT

STARS WORN



GOLD STAR
WORN IN LIEU OF
SECOND AWARD OF
SAME DECORATION

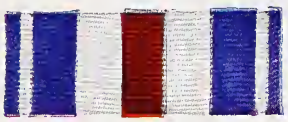
AWARDED TO UNITED STATES ARMED FORCES WITHOUT REFERENCE TO DEGREE; FOUR DEGREES AUTHORIZED FOR PERSONNEL OF FRIENDLY FOREIGN NATIONS.

TIONS AND MEDALS

/AL PERSONNEL



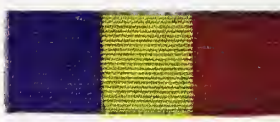
LEGION OF MERIT[1]



SILVER STAR MEDAL



DISTINGUISHED FLYING CROSS



NAVY AND MARINE CORPS MEDAL



SPECIALLY MERITORIOUS MEDAL



PRESIDENTIAL UNIT CITATION



AMERICAN TYPHUS COMMISSION MEDAL



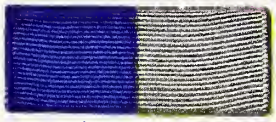
GOLD LIFE SAVING MEDAL



BYRD ANTARCTIC EXPEDITION MEDAL



SECOND BYRD ANTARCTIC EXPEDITION MEDAL



CIVIL WAR CAMPAIGN MEDAL



NAVY EXPEDITIONARY MEDAL



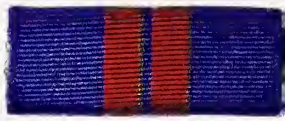
CUBAN PACIFICATION MEDAL



NICARAGUAN CAMPAIGN MEDAL (1912)



MEXICAN SERVICE MEDAL



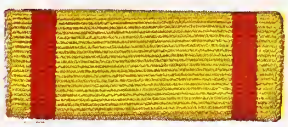
HAITIAN CAMPAIGN MEDAL (1915)



SECOND NICARAGUAN CAMPAIGN MEDAL



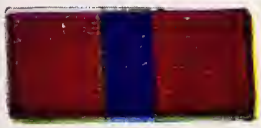
YANGTZE SERVICE MEDAL



CHINA SERVICE MEDAL



AMERICAN DEFENSE SERVICE MEDAL



MARINE CORPS GOOD CONDUCT MEDAL



COAST GUARD GOOD CONDUCT MEDAL



NAVAL RESERVE MEDAL



MARINE CORPS RESERVE MEDAL

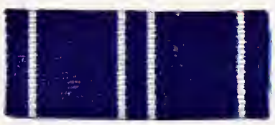
N RIBBONS



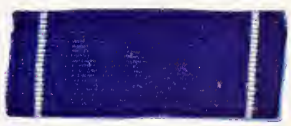
BRONZE STAR
MEANING VARIES
CCORDING TO REGULATIONS
FOR CERTAIN MEDALS



BAILEY MEDAL



COAST GUARD EXPERT RIFLEMAN



COAST GUARD EXPERT PISTOL SHOT

[2]—WORN IN ORDER AS EARNED, BUT IN THEIR SENIORITY AS REGARDS OTHER MEDALS AND RIBBONS.

Decorations, Medals and Badges

(in addition to U. S. Navy decorations, opposite Page 36)

UNITED STATES OF AMERICA TYPHUS COMMISSION MEDAL. May be awarded by the President of the United States or at his direction to any person who may render or contribute meritorious service in connection with the work of the Typhus Commission. (Executive Order No. 9285 of 24 Dec. 1942.)

LIFE-SAVING DECORATIONS
Awarded by Treasury Department

Gold Life-Saving Medals may be awarded persons who, by extreme and heroic daring, have endangered their lives in saving or endeavoring to save lives from the perils of the sea in waters over which the U. S. has jurisdiction, or upon American vessels.

Silver Life-Saving Medals may be awarded in cases not sufficiently distinguished to deserve the gold medal.

COMMEMORATIVE MEDALS

DEWEY MEDAL (Commemorating the Battle of Manila Bay). Issued to officers and men of the ships of the Asiatic Squadron of the United States under the command of Commodore George Dewey on 1 May 1898. The ships are listed in BuPers Manual, Art. A-1022. (Act of 3 June 1898).

SAMPSON MEDAL (Commemorating Naval Engagements in the West Indies). Issued to officers and men of Navy and Marine Corps who participated in the naval and other engagements in West Indies waters and on the shores of Cuba during the war with Spain, deemed by the Secretary of the Navy to be of sufficient importance to deserve commemoration. (Act of 3 March 1901).

NC-4 MEDAL (Commemorating the First Transatlantic Flight of the U. S. Naval Flying Boat in May 1919). Issued to members of the NC-4 for their extraordinary achievement. (Act of 9 Feb. 1929.)

BYRD ANTARCTIC EXPEDITION MEDAL (1928-30). Issued to officers and men of the expedition for their heroic and undaunted services in connection with the scientific investigations and extraordinary aerial explorations of the Antarctic continent. (Act of 23 May 1930.)

SECOND BYRD ANTARCTIC EXPEDITION MEDAL (1933-35). Issued to the deserving personnel of that expedition that spent the winter night at Little America or who commanded either one of the expedition ships throughout the expedition, for their heroic and undaunted accomplishments for science, uncqualed in the history of polar exploration. (Act of 2 June 1936.)

SERVICE MEDALS

CIVIL WAR MEDAL. Issued to officers and enlisted men of the Navy who served in the Navy during the Civil War, between 15 April 1861 and 9 April 1865.

EXPEDITIONARY MEDAL (Navy and Marine Corps, initial award 1874). Awarded to officers and enlisted men of Navy and Marine Corps who landed on foreign territory and engaged in operations against armed opposition, or operated under circumstances deemed to merit special recognition and for which service no campaign medal has been awarded. (Authorized expeditions, and dates, are listed in BuPers Manual, Art. A-1028).

For each expedition in excess of one, a bronze star is issued, to be worn on the ribbon. The medal may be awarded to officers and men separated from the service under honorable conditions. Personnel who served in the defense of Wake Island 7 to 22 Dec. 1941 wear a silver "W" on the suspension ribbon or service ribbon bar.

SPANISH CAMPAIGN MEDAL. Issued to all who were in the naval service between 20 April and 10 Dec. 1898.

PHILIPPINE CAMPAIGN MEDAL. Issued to officers and men of the Navy who served in Philippine waters and were attached to one of the vessels listed in BuPers Manual, Art. A-1030, between the dates designated.

CHINA RELIEF EXPEDITION (1900-1901). Issued to officers and men of the Navy who served in Chinese waters and were attached to one of the vessels listed in BuPers Manual, Art. A-1031, between the dates designated.

CUBAN PACIFICATION MEDAL. Issued to all officers and men of the Navy or who have been in the Navy and who served ashore in Cuba between the dates of 12 Sept. 1906 and 1 April 1909, or who were attached to any one of the vessels listed in BuPers Manual, Art. A-1032, between the dates designated.

NICARAGUAN CAMPAIGN MEDAL (1912). Issued to officers and men of Navy and Marine Corps who served in Nicaragua or on board any of the vessels listed in BuPers Manual, Art. A-1033, between 29 July and 14 Nov. 1912.

MEXICAN SERVICE MEDAL. Issued to all officers and men of Navy and Marine Corps who served on shore at Vera Cruz from 21 to 23 April 1914 inclusive, or on board any of the vessels listed in BuPers Manual, Art. A-1034, between the dates designated.

HAITIAN CAMPAIGN MEDAL (1915). Issued to any officer or man of Navy or Marine Corps who served in Haiti during the period from 9 July to 6 Dec. 1915, or any part of such period; also officers and men who were attached to vessels listed in BuPers Manual, Art. A-1035, par. 1, between the dates designated.

DOMINICAN CAMPAIGN MEDAL. Issued to commemorate services performed by Navy and Marine Corps personnel during operations in Santo Domingo from 5 May to 4 Dec. 1916; also the officers and men who were attached to the vessels listed in BuPers Manual, Art. A-1036, between the dates designated.

VICTORY MEDAL (World War Service Medal). Issued to all persons in the naval service between 6 April 1917 and 11 Nov. 1918, or who entered the naval service on or after 12 Nov. 1918 and prior to 30 March 1920, and served not less than 10 days on shore in northern Russia or Siberia or who were attached to one of the following vessels: *Albany, Brooklyn, Des Moines, Eagle No. 1, Eagle No. 2, Eagle No. 3, New Orleans, Sacramento, South Dakota* or *Yankton.* For details as to service clasps, bronze stars, etc., see page 34 and BuPers Manual, Art. A-1037.

ARMY OF OCCUPATION OF GERMANY MEDAL (1918-23). Issued to officers, Army nurses, warrant officers and enlisted men of the armed forces (or to nearest of kin surviving) who served in Germany or Austria-Hungary during the period of occupation at any time from 12 Nov. 1918 to 11 July 1923. Does not include naval personnel aboard vessels in port unless detached for duty ashore by competent authority.

HAITIAN CAMPAIGN MEDAL (1919-20). Issued to officers and men of Navy and Marine Corps who participated in operations in Haiti from 1 April 1919 to 15 June 1920; also the officers and men attached to the vessels listed in BuPers Manual, Art. A-1035, par. 2, between the dates designated.

SECOND NICARAGUAN CAMPAIGN MEDAL. Issued to officers and men of Navy and Marine Corps who served on shore in Nicaragua between 27 Aug. 1926 and 2 Jan. 1933, and to those who were attached to and serving on board the vessels listed in BuPers Manual, Art. A-1039, between the dates designated.

YANGTZE SERVICE MEDAL. Issued to officers and men of Navy and Marine Corps who served on shore at Shanghai or in the valley of the Yangtze River in a landing force during the periods between 3 Sept. 1926 and 21 Oct. 1927, and from 1 March 1930 to 31 Dec. 1932; also to those attached to the vessels listed in BuPers Manual, Art. A-1040, between the dates designated.

CHINA SERVICE MEDAL. Issued to officers and men of Navy and Marine Corps who participated in operations in China from 7 July 1937 to 7 Sept. 1939, and to those serving on board vessels listed in BuPers Manual, Art. A-1041.

AMERICAN DEFENSE SERVICE MEDAL. Issued to all persons in the naval service who served on active duty between 8 Sept. 1939 and 7 Dec. 1941, both dates inclusive. For further details as to eligibility, and wearing of clasp, star and bronze "A," see page 34 and BuPers Manual, Art. A-1042.

AREA CAMPAIGN MEDALS (American; European-African-Middle Eastern; Asiatic-Pacific. Awarded to members of the land and naval forces of the U. S. (including Women's Reserve) who, between 7 Dec. 1941, inclusive, and a date 6 months after termination of the war, shall have served outside the continental limits of the U. S. in the areas designated for a period of 30 days (must be consecutive if applied to temporary additional duty). See map and details as to eligibility, boundaries, etc. on page 41; also BuPers Manual, Art. A-1043.

Fuller information on Decorations, Medals and Badges may be found in BuPers Manual, Chapter 1, Part A. Details as to certain points concerning area campaign and other medals, Presidential Unit Citations, Army and foreign decorations, and stars, clasps and letters, may be found on pages 34-41 of this issue.

MISCELLANEOUS MEDALS

GOOD CONDUCT MEDALS and pins are issued by the Bureau of Naval Personnel; medal for first award, pin for each subsequent award. For details of provisions, eligibility, etc., see page 35 and BuPers Manual, Art. A-1046.

BAILEY MEDAL. Instituted by the late Rear Admiral Theodorus Bailey for the purpose of inciting apprentices of the Navy to greater effort in acquiring proficiency in their duties.

NAVAL RESERVE MEDAL. May be awarded by the Chief of Naval Personnel to any officer or enlisted man of the Naval Reserve who has completed 10 years' honorable service in the Naval Reserve, Naval Reserve Force, National Naval Volunteers, or federally recognized Naval Militia in an active-duty or inactive-duty status (bronze star for each additional 10 years). In time of war or national emergency, members of Naval Reserve do not become eligible until they report for active duty. (BuPers Manual, Art. A-1049.)

MEDAL FOR MERIT. May be awarded by the President to such civilians of the United Nations and other friendly foreign nations who have, since 8 Sept. 1939, distinguished themselves by exceptionally meritorious conduct in performing outstanding services in furtherance of the war efforts. (Act of 20 July 1942.)

SMALL-ARMS MEDALS, BADGES

NAVY DISTINGUISHED MARKSMAN GOLD BADGE. Awarded to individuals who have won three medals in either or both of the national rifle matches, or who have won two medals in the national rifle matches and a place medal in either force or fleet rifle match.

NAVY DISTINGUISHED PISTOL SHOT GOLD BADGE. Awarded for similar accomplishments as above in equivalent pistol matches.

NAVY EXPERT RIFLEMAN MEDAL. Awarded for attaining qualification as expert with either the rifle or carbine in prescribed courses.

NAVY EXPERT PISTOL SHOT MEDAL. Awarded for attaining qualification as expert with .45-caliber pistol or .38-caliber revolver in prescribed courses.

(Note: Detailed regulations for the above four awards will be found in Landing Force Manual, ch. 19.)

MARINE CORPS AWARDS*

U. S. MARINE CORPS BREVET MEDAL. Awarded to the holder of a commission issued by the President and confirmed by the Senate for distinguished service in the presence of an enemy, in the Mexican War, Civil War, Spanish-American War, Philippine Insurrection and the Boxer hostilities of 1900.

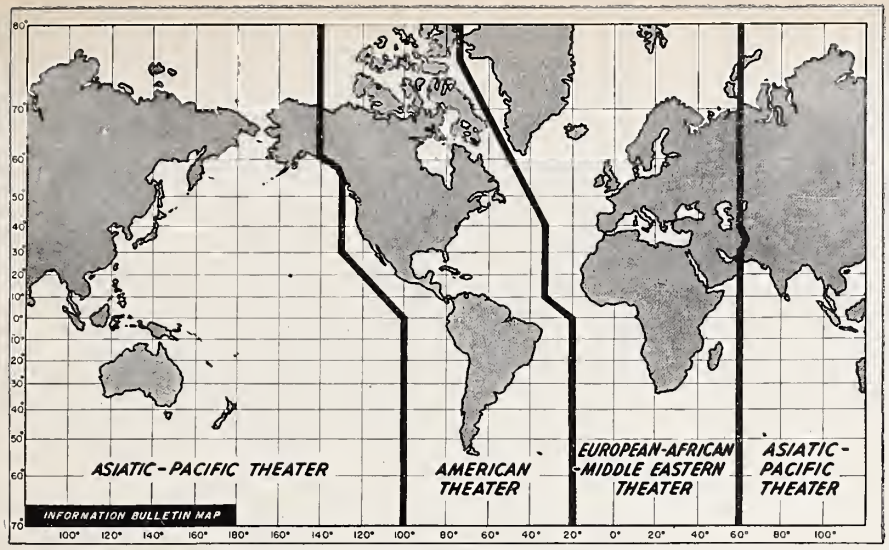
MARINE CORPS GOOD CONDUCT MEDAL. May be awarded to a man discharged upon expiration of first enlistment with final average of 4.6 or over in obedience and sobriety, and 4.0 or over in military efficiency, neatness and military bearing and intelligence. For subsequent enlistments, marks must be 4.8 and 4.0, respectively.

MARINE CORPS RESERVE SERVICE MEDAL. To be eligible, one must attend with an organized unit of the reserve for 14 days annual field training period each year for four consecutive years; must attend at least 38 drills yearly for four consecutive years, and in the case of officers, must have received no unsatisfactory fitness reports, or, in the case of enlisted men, must be awarded a final average service record marking of 4.5 or over upon discharge.

COAST GUARD AWARDS*

The three medals worn only by Coast Guard personnel—the good-conduct, rifle shot and pistol shot medals—are awarded on exactly the same basis to Coast Guard personnel as their equivalent medals are awarded to personnel of the United States Navy and Naval Reserve.

*** In addition to Navy awards.**



AREA CAMPAIGN MEDALS

These are awarded to members of U. S. land and naval forces who, between 7 Dec. 1941, inclusive, and a date 6 months after the end of the war, serve outside U. S. continental limits for 30 days (must be consecutive if on temporary or temporary additional duty; see detailed rules and explanations below).

The three areas for which area campaign medals are awarded, and their geographical definitions (see also map above), are as follows:

AMERICAN AREA. East boundary: From the North Pole, south along the 75th meridian west longitude to the 77th parallel north latitude, thence southeast through Davis Strait to the intersection of the 40th parallel north latitude and the 35th meridian west longitude, thence south along that meridian to the 10th parallel north latitude, thence southeast to the intersection of the equator and the 20th meridian west longitude, thence along the 20th meridian west longitude to the South Pole.

West boundary: From the North Pole, south along the 141st meridian west longitude to the east boundary of Alaska, thence south and southeast along the Alaskan boundary to the Pacific Ocean, then south along the 130th meridian to its intersection with the 30th parallel north latitude, thence southeast to the intersecion of the equator and the 100th meridian west longitude, thence south along the 100th meridian west longitude to the South Pole.

EUROPEAN - AFRICAN - MIDDLE EASTERN AREA. East boundary: From the North Pole, south along the 60th meridian east longitude to its intersection with the eastern border of Iran, thence south along that border to the Gulf of Oman and the intersection of the 60th meridian east longitude, thence south along the 60th meridian east longitude to the South Pole.

West boundary: Coincident with the east boundary of the American area.

ASIATIC-PACIFIC area. East boundary: Coincident with the west boundary of the American area. **West boundary:** Coincident with the east boundary of the European-African-Middle Eastern area.

Area compaign medals are authorized under any one of the following conditions:

(a) *Sea duty.* Attached to and serving on board a Navy or Coast Guard vessel, or any other to which regularly assigned, in the designated area, or as a member of an organization being transported for duty in an area aboard such vessels, for a period of 30 days. This service need not be continuous nor in the same vessel.

(b) *Shore duty.* Attached to and regularly serving on shore in a designated area for a period of 30 days. Such service need not be continuous nor in the same locality, but must be within the designated area.

(c) Any combination of (a) and (b) that will aggregate 30 days in a designated area.

(d) *Patrols.* Service in patrol vessels or aircraft operating in or above ocean waters, provided the individual has been attached to such units for a period of 30 days and has performed regularly required patrols. This provision is applicable even though the base from which such vessels or aircraft operate is within U. S. continental limits.

(e) *Combat.* In all cases where a vessel, aircraft or other unit engages in combat with, attacks, or is attacked by enemy forces, all personnel serving in that vessel, aircraft or other unit immediately become eligible for the appropriate area medal without reference to the 30-day provision. However, the certain presence of enemy forces, especially in the case of enemy submarines, must be established.

(f) *Hazardous duty.* Engaging in any service in a designated area which, in the opinion of the appropriate fleet or frontier commander or Commandant, U. S. Marine Corps, is equally as hazardous as combat duty renders the individuals concerned immediately eligible for the appropriate area medal without reference to any time limitation. This applies to such operations as mine recovery and disposal, bomb disposal, or equally hazardous operations.

(g) *Passengers.* No individual en route in a purely passenger status becomes eligible for any area medal unless he or the means of conveyance is attacked by or engages in combat with the enemy, in which case he immediately becomes eligible. Patients in a hospital ship are considered attached to the ship rather than passengers.

(h) *Temporary or temporary additional duty.* No person on such duty is eligible unless it includes a period of at least 30 days consecutive duty in a designated area or unless he engages in combat with or is subjected to attack by enemy forces.

(i) In any case, service which entitled an individual to a clasp or star as defined in existing orders also entitles him to the ribbon of the area in which the service is rendered.

"Outside continental limits of the United States" means more than three miles offshore. Coastal duty inside that area would not be considered outside continental limits. For the purposes of these medals, Alaska is considered as outside U. S. continental limits.

Pending issue of the medals (after the war), service ribbons are authorized to be worn in lieu of them. For participation in certain operations or engagements, a bronze star is worn. A silver star is worn on the ribbon in lieu of each five bronze stars.

A complete list of the only operations and engagements for which stars have so far been authorized appeared in the INFORMATION BULLETIN, October 1944, p. 66. As future lists are authorized, they will be printed in the BULLETIN.

DELEGATED AUTHORITY FOR AWARDS

The Commander in Chief, United States Fleet; the Commander in Chief, Pacific Fleet; the Commander in Chief, Atlantic Fleet; and the Commanders 3d, 4th, 7th, 8th and 12th Fleets, have been delegated authority by the Secretary of the Navy to award the Navy Cross, the Legion of Merit, Silver Star Medal, Distinguished Flying Cross, Bronze Star Medal, Navy and Marine Corps Medal, Air Medal and Purple Heart.

Commanders in chief may delegate their authority to make awards to any flag commands within their fleets when such delegation will work to facilitate promptness in making awards.

Authority to award the Purple Heart may be delegated by fleet commanders to officers in the Navy and Marine Corps senior to the rank of captain (colonel) who are exercising command, and to island commanders of the rank of captain (colonel).

Authority to award the Commendation Ribbon, previously confined to SecNav, Cominch, CincPac and CincLant, has been extended by Alnav 179 to fleet commanders of the rank of vice admiral or above, effective 13 Sept. 1944. Wearing of ribbon is not authorized for commendations by fleet commanders, other than a commander-in-chief, issued prior to this date. Delegated authority is not extended to task-force commanders or other flag officers not fleet commanders.

BUREAU OF NAVAL PERSONNEL
INFORMATION BULLETIN
Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action.

NOVEMBER 1944 NAVPERS-O NUMBER 332

This magazine is published for the information and interest of the Naval Service as a whole, but opinions expressed are not necessarily those of the Navy Department. Articles of general interest may be forwarded to the Editor.

IT'S COLOSSAL

So complex and so urgent has the problem of supply and maintenance proved in this war that BuPers is working on plans to establish logistics as a permanent major specialty for officers.

"Git there fustest with the mostest" was a military axiom even before General Forrest stated it so pungently. But this war has dwarfed all previous conceptions of the necessity and potentiality of logistics. Admiral King has called the problem of supplying and supporting our forces in all parts of the world, over tremendous distances, "nothing short of colossal." It follows that the achievements of those who are meeting these problems must be similarly described.

Take just one phase of the job: the problem of making it unnecessary for combatant ships to return thousands of miles to ready themselves for new actions. The personnel and equipment now making it possible for ships to stay in action week after week are contributing mightily to the quickening pace of our offensive in the Pacific.

The larger story of the miracle of supply and maintenance is being told as thoroughly as security permits. This month, the INFORMATION BULLETIN is able to publish an account (*see page* 6) of the "A" fleet, the auxiliary vessels which have made possible the tremendous strikes of the ships of the line. The personnel who plan and build and operate these auxiliaries may take satisfaction in the knowledge that they are a link without which the chain of victory could not be forged. In the essential drudgery of their tasks it may be some lift to them to know that those who direct the war and those who man the fighting ships are deeply appreciative of their efforts.

QUOTES OF THE MONTH

• *Admiral Chester W. Nimitz*, USN: "The conclusion that we must expect a struggle of many months duration in the Pacific is based on facts—facts of geography, facts of logistics, facts of available tonnage, and facts of military and naval science."

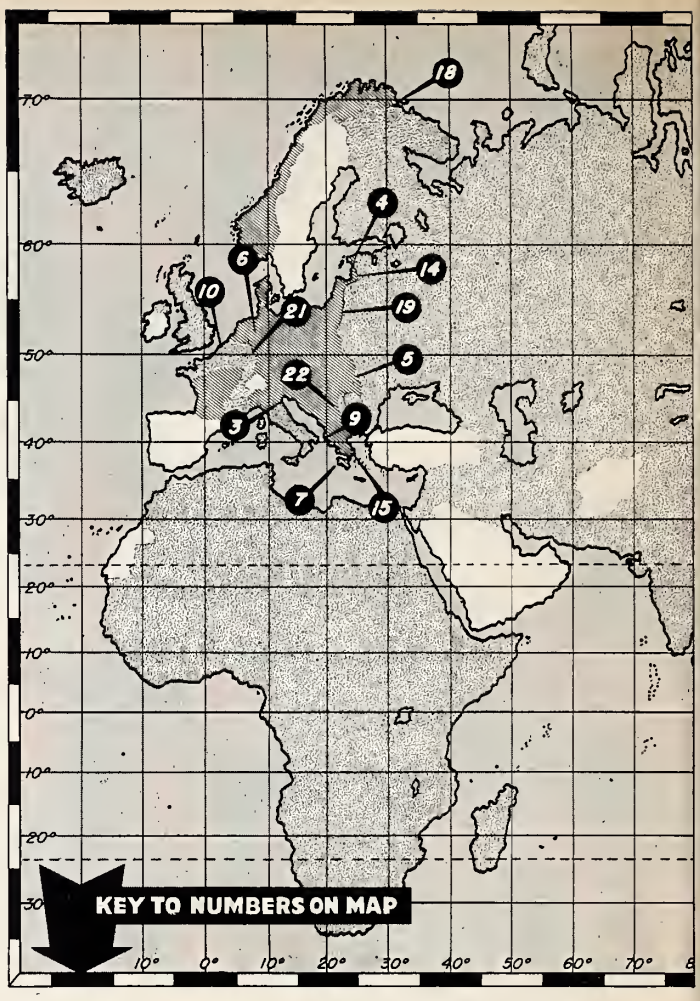
• *Pvt. George Klym*, Yank soldier just blinded by a Jap bullet in New Guinea: "Don't move me. Just show me where to shoot."

• *Joseph Goebbels*, Nazi propaganda minister: "The general developments of the war have proved a considerable setback to our opportunities."

• *Lt. Gen. Walter Krueger*, USA, commander 6th Army: "If we could get the Japs all in one place, we could put a similar force against them and there wouldn't be any doubt about the result. But we are not fighting that kind of war."

• *Under Secretary of the Navy Ralph A. Bard*: "If we settle for anything less than a total knockout it simply means that we will have let our men down and set the stage for another war—a war their children will have to wage."

• *Maj. Gen. Allen H. Turnage*, USMC, commander of 3rd Marine Division, at dedication of cemetery on Guam: "Only by the grace of God, we speak today instead of being spoken of."



1. 20-21 Sept.—U. S. Central Pacific forces occupy Ulithi.
2. 20-23 Sept.—3d Fleet carrier planes sweep Luzon; destroy 393 Jap planes, 68 ships.
3. 22 Sept.—British 8th Army takes Rimini.
4. 22 Sept.—Russians take Tallinn.
5. 24 Sept.—Red Army crosses Hungarian frontier.
6. 25-26 Sept.—Allied airborne army evacuated from Arnhem.
7. 26 Sept.—British amphibious force lands in Greece.
8. 26 Sept.—U. S. Army B-29s raid Manchuria.
9. 27 Sept.—Allies disclose landings in Albania.
10. 1 Oct.—Canadians take Calais.
11. 8 Oct.—Pacific Fleet warships shell Marcus Island.
12. 9 Oct.—Carrier planes of 3d Fleet attack Ryukyu Islands; destroy 89 Jap planes, sink or damage 58 ships.
13. 11-16 Oct.—3d Fleet carrier planes attack Formosa and Philippines; destroy 915 Jap planes, 128 ships; beat off heavy Jap aerial counterattacks.
14. 13 Oct.—Red Army takes Riga.
15. 13 Oct.—Germans evacuate Athens.
16. 13 Oct.—Chinese admit loss of Foochow.
17. 14, 16, 17 Oct.—B-29s raid Formosa.
18. 15 Oct.—Red Army takes Petsamo.
19. 16 Oct.—Germans admit Russian invasion of East Prussia.
20. 17-20 Oct.—Gen. MacArthur's forces land in Philippines under cover of 7th Fleet bombardment, 3d Fleet carrier raids.
21. 20 Oct.—U. S. 1st Army takes battered Aachen.
22. 20 Oct.—Russians, Yugoslav partisans take Belgrade.



THE MONTH'S NEWS

Philippine Liberation Begins; Yanks Take First Nazi City; Russians Invade East Prussia

PERIOD 21 SEPTEMBER THROUGH 20 OCTOBER

The War

Supported by the 3d and 7th Fleet, American forces landed last month in the central Philippines (see p. 2).

In Europe, meanwhile, Allied armies hacked relentlessly at Hitler's West-wall, drove into East Prussia and overran more Nazi-conquered territory in the Balkans and along the Baltic.

As Allied Southwest Pacific forces had consolidated their foothold on Morotai, south of the Philippines, our Central Pacific forces proceeded systematically with mopping up Jap resistance in the Palau Islands. With the last pockets of fanatical enemy troops isolated on Peleliu, marines and Army troops moved on to nine more small islands in the group. Other forces landed on Ulithi and Ngulu atolls, also in the western Carolines.

Our submarines recently have found still better hunting in Far Eastern waters, reporting on 18 October the sinking of 32 Jap ships, including seven combatant vessels. These, together with the 11 reported sunk on 5 October and the 32 reported on 28 September by British subs, brought last month's total to 75 ships.

Commenting on the general enemy attrition at sea, Secretary of the Navy Forrestal said that the Japanese have been hit so hard in the past month that further losses would seriously limit "their free movement at sea." He said there was a level in tonnage below which the Japanese would be in serious difficulty.

"We think," he said, "that their losses now are below that point."

Between strikes at the Philippines, the 3d Fleet attacked Marcus Island, where its surface ships blasted shore defenses into silence. There was no aerial opposition, due perhaps to the extremely heavy plane losses the Japs had suffered previously in that area. Marcus had been an important air base from which the Japs sent scouting flights in all directions to detect the approach of American units.

Following 3d Fleet carrier plane assaults on Formosa in mid-October, large forces of U. S. Army B-29s from bases in China made three powerful attacks in four days on this Japanese bastion north of the Philippines. Their reconnaissance photos of the great naval and supply base at Okayama showed that 34 out of 36 target buildings had been destroyed. Harried Jap

LAST DECEMBER



U. S. Central Pacific carrier task forces and land-based bombers blasted Jap strongholds in the Marshalls and Carolines. In the South and Southwest Pacific our carrier planes raided Jap shipping at Kavieng—as the amphibs landed marines and Army troops on New Britain.

DECEMBER 1944

SUN	MON	TUE	WED	THU	FRI	SAT
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24/31	25	26	27	28	29	30

★ WHAT WILL WE DO THIS YEAR? ★



Official U. S. Navy photograph

MEMORIAL on the beach at Tarawa stands in tribute to the Marines who gave their lives a year ago this month to take that Jap base in the Gilberts.

shipping, which had sought shelter from these raids at Hong Kong, was discovered by the 14th AAF bombers and a cruiser and thousands of tons of merchant shipping in the harbor were sunk.

Officers of the 20th Air Force revealed that the huge Superfortresses carried six times the bomb load that could have been carried by an equal number of B-17s or B-24s, and that they traveled 2,300 miles on the Formosa raids. Only one bomber was lost.

With little fanfare and very limited facilities, the 14th AAF has been whittling away at Japanese shipping along the China coast. Since 1 Jan. 1944, Maj. Gen. Claire Chenault's flyers have sunk 384,250 tons of shipping, probably sunk 107,600 tons and damaged 205,700 tons. A large part of this total was accounted for by B-24s in sweeps against Japanese shipping in Formosa Straits and along the southeast and south China coasts. Based on a three-month average, each ton of bombs the 14th dropped has probably sunk 482 tons of Japanese shipping.

The only Japanese successes during October were advances toward Kweilin, site of a U. S. air base, and the capture of Foochow, major port on China's east coast opposite Formosa. In Burma, Indian troops captured Tiddim, the base from which the Japanese had launched their unsuccessful invasion of India early this year.

Behind the Siegfried Line the Nazis resisted our advances fiercely at Aachen and other strong points. Aachen, one of the principal gateways into the Reich, stubbornly held out after spurning an American ultimatum to surrender or face destruction. A terrific aerial and artillery bombardment of 1,600 tons was unleashed on the city after the 12 October deadline passed, and the Yanks moved in. On 20 October the city, with a pre-war population of 160,000, was taken by the U. S. 1st Army.

At the north end of the 450-mile western front the Germans chalked up their biggest defensive success by forcing the withdrawal of the Allied airborne forces which had established a bridgehead across the lower Rhine at Arnhem. This was a tragedy for the 6,000 or more sky troops that made the descent and fought in an "island of hell" for 11 days. Only 2,000 straggled out, leaving behind 1,200 wounded and the remainder killed or captured. Nevertheless, the battle the 1st Airborne Division had fought enabled Allied forces to move in force across the Waal, larger branch of the Rhine, in a threat to outflank the Siegfried Line.

South of the Aachen sector the U. S. 3d Army was fighting close-range battles for the small towns in the Metz system of fortifications. The 7th Army, before the Belfort Gap, was in a similar situation, making small but steady gains.

The Canadian 1st Army pushed through the Netherlands in an effort to win for the Allies the use of the great port of Antwerp. Its objective was to clear the estuary of the Schelde River, below the port, where an estimated 15,000 Germans were holding out. Far behind the front lines, the Canadians captured Boulogne and Calais.

On the eastern front there was a lull early in October as the Red Army concentrated on its Balkan campaign. The Russians smashed 25 miles inside Czechoslovakia and crossed into Hungary. They joined forces with Marshal Tito in Yugoslavia and soon were fighting in the streets of Belgrade. A week later its capture was announced. Then, on 8 October, Marshal Stalin announced that an offensive had been launched in Lithuania. The Red Army advanced 62 miles in four days on a 175-mile front and captured 2,000 places. Riga, capital of Latvia, fell on 13 October, freeing two Red armies for action against East Prussia. That a push already had penetrated into East Prussia was admitted in German communiques. Far to the north, in Finland, other Red Army troops took Petsamo and were helping the Finns to clear their country of remaining German troops.

A terse announcement by the Polish radio on 3 October marked the end of the epic of Warsaw. In the shattered Polish capital, exhausted survivors of the patriot force that had risen to seize the city on the approach of the Red Army, gave up the hopeless struggle. For 63 days they had held out with hoarded rifles, machine guns and grenades against Nazi tanks, cannon and flame throwers. Allied planes had dropped food and arms, but with half of Warsaw leveled, a fifth of the population killed or wounded and no immediate hope of relief, the patriots under General Bor surrendered.

To the south the U. S. 5th Army and the British 8th battered at the Gothic Line. On the east end of the line the British captured Rimini, which the Germans had made "impregnable" with concrete pillboxes, minefields and barbed-wire entanglements, and stood poised before the plains of Lombardy. The 5th sloshed through the mud to within nine miles of Bologna.

CASUALTY FIGURES

Casualties among naval personnel through 20 October totaled 68,743. Total since 7 Dec. 1941:

	Dead	*Wounded*	*Missing**	*Prisoners**	*Total*
U. S. Navy.....	17,829	8,497	8,552	2,537	37,415
U. S. Marine Corps.	8,738	18,870	920	1,943	30,471
U. S. Coast Guard..	522	194	141	0	857
Total	27,089	27,561	9,613	4,480	68,743

* A number of personnel now carried in the missing status undoubtedly are prisoners of war not yet officially reported as such.

Navy News

• How two artificially created invasion harbors were moved from England to Allied beachheads in Normandy last June to aid the landing of troops and supplies was announced by President Roosevelt last month at a press conference at which he illustrated the operation with scale models. About 300,000 tons of old stone-laden shipping were deliberately sunk to form the breakwaters that enabled troop and supply ships to enter calmed waters. There they discharged their loads on a floating causeway extending out 3,300 feet from the beach.

The harbors, one British and the other American, were designed for a total capacity larger than Cherbourg's. When they were nearing completion, however, a fierce three-day gale destroyed a large part of the American artificial port. The British port, in more sheltered waters, was not damaged. Since then the American harbor has been partially replaced, and it is possible for the Allies to unload about 20,000 tons of cargo a day.

• Eleven more air groups and squadrons have been returned to the U. S. for rest and reformation after tours of duty in the Pacific (see INFORMATION BULLETIN, Oct. 1944, p. 13). Hundreds of Jap planes and thousands of tons of shipping have been destroyed or damaged by their bombs and torpedoes. Following are thumbnail sketches of their records:

Air Group 1—Using cannon-firing Helldivers from carriers for the first time, its pilots destroyed 101 planes in combat and 104 on the ground, and sank or damaged 38 Jap ships, including three carriers.

Air Group 10—Conducted 2,800 sorties in a six-month period, shot down 98 planes, probably destroyed 10 others, damaged 23 in aerial combat and destroyed 193 on the ground; sank 16 ships, including two destroyers, and damaged 62, including two carriers, two destroyers and a cruiser.

Air Group 25—Averaged four hours a day in the air for 23 days, destroyed 120 Jap planes, damaged 30, sank a light cruiser and 4,000-ton cargo ship, damaged two destroyers and 15 cargo ships.

Patrol Squadron 12—Averaged 322 air hours per pilot from 1 February to 31 July, rescued 17 downed flyers in open-sea landings, did night spotting for artillery.

Patrol Squadron 13—Operated 18 months without losing a plane, shot down five Jap Bettys, probably downed two more and probably destroyed a fighter-bomber.

Patrol Squadron 81—Teaming up with PT-boats at night, it sank 34 barges and two merchant ships, damaged 23 barges.

Patrol Squadron 91—Made 20 open-sea landings and rescued 52 aviators and PT crewmen adrift in Pacific.

Composite Squadron 33—Destroyed 35 enemy planes, probably destroyed 8.

Composite Squadron 41—Made 375 individual strikes against enemy installations, used 121 tons of high explosives and 252,000 rounds of ammunition. Its pilots averaged 325 air hours during a nine-month cruise.

Bombing Squadron 108—First Navy Liberator squadron to bomb from mast-head height, it sank 20 and damaged 22 Jap ships, shot down 25 planes and damaged 13.

Bombing Squadron 142—Lost one plane in 325 bombing sorties; sank five ships, damaged six.

• Admiral Ernest J. King, USN, Commander-in-Chief, U. S. Fleet, and Chief of Naval Operations, and members of his staff concluded a conference last month in San Francisco with Pacific Ocean Area officers on aspects of the campaign against Japan. Attending the strategy meeting were Secretary of the Navy Forrestal, Admiral Chester W. Nimitz, USN, Commander-in-Chief, Pacific Fleet and Pacific Ocean Areas; Admiral Raymond A. Spruance, USN, Commander, 5th Fleet, and staff officers of the Pacific command; Vice Admiral D. W. Bagley, USN, Commander, Western Sea Frontier; Vice Admiral C. M. Cooke Jr., USN, Chief of Staff, Cominch; Vice Admiral Aubrey W. Fitch, USN, Deputy Chief of Naval Operations (Air), and Vice Admiral Randall Jacobs, USN, the Chief of Naval Personnel.



Official U. S. Navy photograph

Camera study of Vice Admiral Edwards at his desk in Navy Department.

Vice Admiral Edwards Named Deputy Cominch And Deputy CNO

Vice Admiral Richard S. Edwards, USN, has been appointed Deputy Commander-in-Chief, U. S. Fleet, and Deputy Chief of Naval Operations. The new post has been created due to the expansion of U. S. naval activities, making it necessary for Admiral Ernest J. King, USN, Commander in Chief, U. S. Fleet, and Chief of Naval Operations, to delegate some of his duties to a deputy.

Vice Admiral Charles M. Cooke Jr., USN, has relieved Vice Admiral Edwards as Chief of Staff, Commander-in-Chief, U. S. Fleet. Vice Admiral Edwards has served on the staff of Admiral King since 2 Jan. 1942, first as Deputy Chief of Staff and, since 15 Aug. 1942, as Chief of Staff.

Following announcement of those changes last month, Admiral King explained to news reporters that the duties for which he is responsible to the President and the Secretary of the Navy have been increasing during the past few months in variety, complexity, scope and volume.

"Naturally, I have to have an appropriate organization to enable me to perform these duties efficiently," he said. "Accordingly, the well-known principle of 'division of labor' was invoked. Instead of these duties being chiefly managed for me by two people—Vice Chief of Naval Operations and Chief of Staff, U. S. Fleet—they are now to be managed for me by three people—Vice Admiral Edwards as Deputy Commander in Chief-Deputy Chief of Naval Operations, Vice Admiral Frederick J. Horne as Vice Chief of Naval Operations, and Vice Admiral Cooke as Chief of Staff, U. S. Fleet."

• Marine air squadrons will operate from Navy carriers in support of amphibious and ground movements, it was announced last month. Heretofore, Marine air groups have operated from land bases because, since the invasion of Guadalcanal, all available Marine flyers were needed for offensive and defensive land-based operations from captured Pacific islands.

• The President has approved a plan submitted by the Navy Department providing for the acceptance of Negro women in the Women's Reserve of the Navy. The plan calls for the immediate commissioning of a limited number of especially qualified Negro women to serve as administrative officers. They will assist in the subsequent planning and supervision of the program for Negro women, which will be administered as an integral part of the Women's Reserve. Enlistment of Negro women will be undertaken as soon as these plans have been completed and it is presently indicated that the first Negro recruits will enter training shortly after 1 January. Officer candidates and enlisted women will be trained at existing schools for the training of Waves. The number to be enlisted will be determined by the needs of the service.

• Rawleigh Warner, vice-president and treasurer of the Pure Oil Co., has been awarded the Distinguished Civilian Service Award for his service to the Navy as chairman of the Procurement Review Board. He also made a major contribution to the reorganization and improvement of the Navy's training organization, and made a study which resulted in substantial improvements in the intelligence organization.

• A slow, lightly armed Kingfisher observation plane recently shot it out with three Jap Zeros over Iwo Jima, shooting one down and escaping from the other two. One of the Zeros made a stern approach, and Lieut. Robert W. Hendershott, USNR, of Bend, Oreg., fired a burst which apparently killed the Jap pilot, for the Zero roared into the Kingfisher and sheared off the tip of its starboard wing before crashing into the sea. Bullets from the second Zero missed the pilot's leg by inches and punctured the oil tank, but both Zeros pulled away when the Kingfisher reached its protective screen of destroyers and cruisers.



Official U. S. Coast Guard photograph

PROCESSION: LSTs, part of the force which captured Morotai in the Moluccas, about 380 miles from Davao in the Philippines, are seen enroute.

• The minesweeper *YMS 409*, which was at sea during the September hurricane in the Atlantic, has not been heard from and is presumed to be lost.

• Lieut. John A. B. Elliott, USNR, (ret.), 29, Winnetka, Ill., an instructor in seamanship and damage control at the Naval Reserve Midshipmen School, Northwestern University, (Abbott Hall), Chicago, for more than a year, spent most of his authorized leave time last month at BuPers in Washington pleading for foreign or sea duty. His request could not be granted: Lieut. Elliott, who already has had more than a year and a half at sea in this war, lost a leg when his ship was torpedoed off Curacao in the West Indies on 12 Nov. 1942 and spent an hour in the water before he was picked up and hospitalized.

• More than 2,200 churches and religious institutions which have provided clergymen as chaplains were honored by the Navy on "Recognition Day," 8 October. Certificates were issued to the congregations, together with a letter from Secretary of the Navy Forrestal, expressing the appreciation of the Navy Department for sacrifices made by these organizations in releasing their clergymen to the Navy. Throughout the country, district commandents and district chaplains presented certificates to churches within their respective districts.

• Virtually the entire native population of Japanese-held Wotje Atoll, in the by-passed Marshalls, was evacuated recently by the U. S. Navy to a nearby bomb-free atoll. More than 700 Micronesians were liberated in the daring night operation, right under the noses of the Japanese garrison of several thousand men. Two small warships slipped into a lagoon about six miles from Wotje and sent ashore two natives who had previously escaped. They rounded up the natives, who placed their women and children, poultry and pigs into tiny outrigger canoes. Women and children and the infirm were taken aboard the warships, and the outriggers were tied together in a long line and towed out into the open sea and over to another atoll occupied by other natives who had recently been freed of the Japanese yoke. Only one family elected to remain on Wotje, which has been bombarded from the sea and air almost continuously since January.

Box Score in the Pacific

The following box score of losses inflicted upon the Japanese by the 3rd and 5th Fleets was released 18 October by Secretary of the Navy Forrestal. It does not include numerous small craft sunk or damaged.

Aircraft Shot Down	Aircraft Destroyed On Ground	Total Planes Destroyed	Ships Sunk	Ships Probably Sunk, Damaged	U. S. Aircraft Lost*
Marianas, Bonins, Volcanos, Palau, Yap (6 June to 7 August)					
875	276	1,151	85	175	187
Philippines, Halmaheras, Palau (30 August to 23 September)					
376	592	968	137	182	51
Bonins, Volcanos (30 August to 1 September)					
11	35	46	6	8	9
Ryukyus, Formosa, Luzon (9-16 October)					
565	350	915	128	184	94
Totals					
1,827	1,253	3,080	356	549	341

* Does not include operational losses.



Official U. S. Navy photograph

SEAGOING BOXCARS: The LST is seen in another role, this time ferrying loaded railroad cars from England to France.

• Three Japanese destroyers have been sunk recently by the .50-caliber machine-gun fire of Navy Hellcat fighters. In the strafing attacks each plane brought six guns to bear on the target. They raked the hulls at the water line, as well as the decks, and caused fires and explosions. Six strafing runs were necessary to sink one destroyer, while only one and two runs sank the others.

• A Navy flyer—Lieut. David S. Crockett, USNR, of Indianapolis, Ind.—and 23 other prisoners of war accepted the surrender of the Toulon arsenal and 500 Germans during the Allied invasion of southern France. Lieutenant Crockett, a distant relative of the original Davey, had been shot down the previous week in a mission over Toulon and taken prisoner. After prolonged shelling and bombing of the arsenal, the German commanding officer summoned the Navy flyer to his quarters, unstrapped the gun from his waist, and said: "The war is finished." Lieutenant Crockett and his fellow prisoners then marched the German garrison out of the arsenal with their hands over their heads and turned them over to French Forces of the Interior.



Lieut. Crockett

• A shallow-draft convoy made up of 14 car floats, two cranes and other marine equipment which ordinarily would be transported on the decks of Liberty ships was towed and escorted across the Atlantic to Cherbourg recently by naval tugs. The fleet of 51 units, some riding pick-a-back on the larger floats, made the crossing in 26 days under command of Lt. Comdr. Edgar L. Raymond, USCGR. Damaged rudders, motors and other breakdowns were repaired at sea.

• Rear Admiral Felix X. Gygax, USN, commandant of the Navy Yard, Norfolk, Va., has been ordered to duty as commandant of the 1st Naval District, with additional duty as commandant of the Navy Yard, Boston, Mass. He succeeds Rear Admiral Robert A. Theobald, USN, who is being placed on the retired list. The new commandant of the Navy Yard at Norfolk will be Rear Admiral Carl H. Jones, USN, who has had a command in the Pacific.

• The 30-year-old USS *Texas* pumped nearly 1,000 14-inch 1,500-pound shells into German positions in Normandy and southern France, it was revealed last month by her skipper, Capt. Charles A. Baker, USN. After five months in the European battle zone, the *Texas* is now being re-gunned and overhauled at the Brooklyn Navy Yard.

During the bombardment of Cherbourg on 25 June, Captain Baker said, the *Texas* had difficulty at first spotting the prearranged targets, as a ground haze covered the beach area. After about a minute and a half, however, the gunners were on the target and probably knocked out two of five heavy gun emplacements.

"It was at Cherbourg that we were hit twice by enemy 240- and 280-mm. shells," Captain Baker said. "The first struck the conning tower, smashing the lower part of the bridge, killing the helmsman and wounding eight men. The second . . . penetrated the port side and came to rest in a warrant officer's cabin, where it failed to explode. We still have the dud, and the men hope to mount it on the forward deck as a souvenir of the engagement."

• Civilian personnel of naval training centers led the Navy in war bond participation during September for the ninth consecutive month, with 94.9% of personnel investing 17.6% of pay in bonds. Total Navy purchases of war bonds during September reached $59,257,925—second highest monthly total in the history of the Navy war bond program, exceeded only by July 1944. This was an increase of 94.6% over total purchases in September 1943. Total purchases by Navy uniformed and civilian personnel since October 1941 has reached $796,979,542.

• To increase the Navy's repair facilities in the Houston, Tex., area, a new floating drydock capable of handling vessels up to the size of oilers will be provided at the Brown Shipbuilding Co. plant there. Berthing facilities also will be provided for four vessels, with drafts up to 30 feet.

• Ingenious Seabees have salvaged considerable Japanese equipment captured in the Gilberts and Marshalls and have rebuilt and remodeled it to meet our requirements. At Tarawa, Jap trucks and motorcycles were repaired and taken along by Navy men when they moved to Kwajalein. A Japanese lathe, drill press and power hack-saw were rebuilt at Roi-Namur. A two-sack Jap concrete mixer was fitted with a new engine and has been serving as a central mixing plant at Ebeye. The Japs destroyed beyond possibility of salvage most of the Diesel locomotives, rail cars and track they used in hauling equipment about the atolls, but the Seabees have made good use of the steel rails for stringing telephone wire and reinforcing small piers and as guy stakes for radio masts and anchors for submarine cable.

• A new Navy oil tanker was christened the USS *Soubarissen* recently in honor of an Indian chief who is credited with teaching white men the useful qualities of oil in the 17th century.

Former Prisoners of Japs Among Invaders of Palaus

Two Marine officers who escaped from a Japanese prison camp in the Philippines have landed at Peleliu on their way back. They are Lt. Col. Austin C. Shofner and Maj. Michiel Dobervich, who made the famed "march of death" from Bataan (INFORMATION BULLETIN, March 1944, p. 10.)

The officers would especially like to meet the Jap commanding officer of the prison camp, who told them: "This is a struggle to the death. The Japanese are going to exterminate you. Japan and the United States will be enemies forever."

"Now we are nearing the real climax," said Major Dobervich. "We have a score to settle. We know how the Japs operate. We have seen our fellow Americans killed."



Official U. S. Coast Guard photograph

FLOATING HANGAR: Navy blimp, operating from escort carrier in the Central Pacific, takes off on a patrol mission.

Ships & Stations

• A monument honoring the memories of Lieuts. Irwin W. Lee, USNR, and George W. Stephenson, USNR, was unveiled at dedication ceremonies for Camp Lee-Stephenson, NCTC, Quoddy Village, Me., named for those two CEC officers, the first to give their lives in combat while serving with a Construction Battalion. They were killed on Rendova Island in the Solomons in July 1943.

• Frank Firuta, S2c, USNR, working on the motor of an airplane at NAAS, Green Cove Springs, Fla., blinked and rubbed his eyes, but "it" didn't go away. The "it" was his name on the rocker-box of the Wildcat just where he had scratched it six months before while employed in the Eastern Division of General Motors Corp. at Linden, N. J., prior to enlisting in the Navy.

• For Vincent J. Lee, AS, USN-I (SA), of Jersey City, N. J., it was three strikes and IN. Lee enlisted in November 1942 but after several weeks recruit training at NTC, Bainbridge, Md., was discharged when the Navy discovered he was only 16. Six months later, upon reaching 17, he again enlisted and entered training at NTS, Newport, R. I., but was discharged after a few days because of poor eyesight. Thirteen months later he was drafted. Now he's at Bainbridge in Co. 1478.

• Equipped only with matches, small screws and a pot of glue, Donald Farrington, TM2c, USNR, Highland Park, Mich., on duty at NAS, Kaneohe, T. H., took over 375 hours of his leisure time and constructed a model of the USS *Astoria*. Built on a scale of 1/16 of an inch to one foot, the model is 10 inches high, 36 inches long and 4 inches wide. Nine thousand five hundred matches were used.

• It happened at NTC, Bainbridge, Md., according to the *Mainsheet*, station paper:

The duty officer answered the phone in his office:

"I'm John Smith, apprentice seaman of Co. 3124," said the voice at the other end. "I'm in the fifth day of my nine-day recruit leave. Would it be all right if I came back to Bainbridge tomorrow?"

"Where are you now, Smith?" asked the DO.

"Home, sir," said Smith.

"Well, what's the trouble, Smith?"

"I'm homesick, sir."

• Skipper the Bear, mascot of NCBD 3050, Camp Lee-Stephenson, Quoddy Village, Me., was placed on a strict diet following an illness which resulted from a shower of candy, ice cream and coca-cola, the gifts of well-meaning Seabees.

• A 15-minute noonday program of news and recorded music has been inaugurated at the Armed Guard Center, Brooklyn, N. Y., and reaches men on the main deck over the public address system during chow.

• A gun from the old USS *New Orleans*, salvaged from a junk pile by Chief Gunner Maurice Shea, USN, now decorates the west gate at Naval Repair Base, New Orleans, La. A Hotchkiss semi-automatic Mark IV, the three-pounder was manufactured at the Washington Navy Yard. The *New Orleans* was placed out of commission at Mare Island Navy Yard in 1922. How the gun got to New Orleans is a mystery.

The Home Front

• All manpower controls over veterans of the present war were abolished last month by Paul V. McNutt, chairman of the War Manpower Commission, leaving them free to obtain any kind of civilian work. Previously, veterans were exempt from manpower controls for 60 days after their discharge. Now they need no statement of availability from previous employers to change jobs. Also, they may be hired without going through the U. S. Employment Service.

• About 5,000,000 persons will be changing jobs in the year following Victory-in-Europe day, the Office of War Information estimates, but a substantial part of these workers will be absorbed in reconversion of industry. The report declared that in most cases "a war job will continue to be the best job for at least six months after V-E day." It forecast easing of gasoline rationing gradually over several months and the end of passenger car tire rationing within three months after V-E day.

• Selective Service has directed local draft boards to abolish the limited service classification, 1-A (L), because the armed services no longer are calling for men qualified for limited duty. Boards also were directed to place men 38 years of age and older in the 4-A classification. All men who have been honorably discharged or discharged under honorable conditions from the armed forces will be placed in 1-C, where they will not be subject to call under present regulations.

• New training courses designed to teach nearly one million junior hostesses in 2,000 USO clubhouses how to help servicemen become readjusted to civilian surroundings were begun last month. The emphasis has been changed, USO officials said, from sending the serviceman away with cheerful remembrances of the U. S. to helping him become oriented once more to the American community. Hostesses are warned not to refer to battlefront experiences.

• Steamship companies are planning a post-war career for the Navy's LSTs as coastwise merchant ships, automobile carriers on the Great Lakes and cargo feeder ships in some parts of the Caribbean. Steamship lines handling lumber and other commodities along the Pacific Coast are particularly interested in obtaining the landing craft. No sales price has yet been worked out by federal officials.

• President Roosevelt has directed Secretary of Agriculture Claude R. Wickard and Brig. Gen. Frank T. Hines, administrator of veterans' affairs, to make a report on the prospects for discharged servicemen in the field of agriculture. More than a million members of the armed forces, the President said, have indicated their intention of becoming farmers and ranchers in civilian life. He suggested that some means be devised to give farm training to those untrained, and to place them on sound agricultural tracts from which they could make a living.

THE WAR AT SEA

OFFICIAL REPORTS: 21 SEPTEMBER THROUGH 20 OCTOBER

U. S. Navy Communiques In Full and Pertinent Excerpts from Others

All Dates Local Time at Scene of Action Unless Otherwise Indicated.

21 SEPTEMBER

U. S. Pacific Fleet Communique

The 1st Marine Division made minor gains in a northern direction along the western ridge of Peleliu Island on 20 September (West Longitude date), facing stiff opposition from the enemy troops well entrenched in precipitous terrain. Our attack was preceded by gunfire from cruisers and destroyers and by bombing.

Meantime our forces occupied the entire east coast of Peleliu, including the island of Ngabad.

More enemy equipment has been captured, consisting of six trench mortars and 31 machine guns, and an additional 10 enemy aircraft have been found destroyed on the airfield.

The 81st Division is countinuing mopping-up operations on Angaur. Enemy troops killed on Peleliu number 6,792. Enemy troops killed on Angaur number 850.

The airfield and installations on Babelthuap and the seaplane base on Arakabesan were bombed on 20 September. 7th AAF Thunderbolts strafed and bombed gun emplacements on Pagan in the Marianas on 19 September.

Aircraft of the 4th Marine Aircraft Wing bombed storage areas at Rota Island on 18 September and attacked it again on 19 September, causing several explosions and starting fires. A single plane bombed Iwo Jima in the Volcano Islands on 18 September. There was no antiaircraft fire.

Truk Atoll was the target of 7th AAF Liberators on 18 September. Sixty-nine tons of bombs were dropped on the airfield at Moen. Four enemy aircraft attempted interception. Antiaircraft fire was meager. Three Liberators were slightly damaged but all returned.

Venturas of Fleet Air Wing 4 bombed Paramushiru in the Kurils on 19 September. Direct hits were scored on communication facilities. Later the same day a single 11th AAF Mitchell bomber attacked Paramushiru, encountering meager antiaircraft fire. All planes returned safely.

Corsair and Dauntless divebombers of the 4th Marine Aircraft Wing attacked Wotje, in the Marshalls, on 19 September. Bivouae areas, storage areas and communication factilities were bombed. Meager antiaircraft fire was encountered.

U. S. Pacific Fleet Communique

Carrier aircraft of the Pacifie Fleet swept the island of Luzon in the heart of the Philippines on 20 September (West Longitude date) striking in great force at shipping in Manila Bay and in Subic Bay, at enemy installations at Clark Field and Nichols Field, near Manila, and at the Cavite naval base.

One hundred and ten enemy aircraft were shot down in the air and 95 were destroyed on the ground. The following additional damage was inflicted on the enemy:

Enemy ships sunk: One large destroyer leader, four large oil tankers, one small oil tanker, two large cargo ships, one medium cargo ship, two small cargo ships.

Enemy ships damaged, including those probably sunk: One destroyer, two large oil tankers, one large transport, 10 large cargo ships, 12 medium cargo ships, one floating drydock, two barges.

In addition to the heavy shipping and aircraft losses inflicted upon the enemy, much damage was done to military objectives on and adjacent to Clark Field and Nichols Field, and to the fields themselves.

Our losses in this surperlatively successful attack which apparently caught the enemy completely by surprise were 15 aircraft, from which several of the flight personnel were recovered. There was no damage to our surface ships.

ROME, *Navy communique*—It is reported from the south coast of France that in addition to her bombardment of San Remo, announced in yesterday's communique, the U. S. destroyer *Hilary P. Jones* on 18 September also carried out a most successful shoot at Porto Maurizio, about 11 miles east of San Remo. Eight small craft were sunk or damaged, an ammunition dump was hit and exploded and an oil storage tank was set afire. An enemy battery also was silenced.

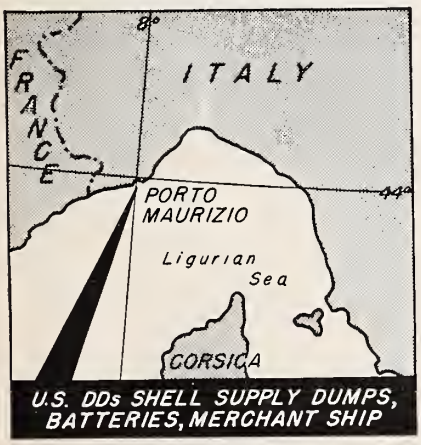
On the same day the USS *Madison* obtained direct hits on a merchant ship anchored near Porto Maurizio and set her on fire. The USS *Ludlow* neutralized an enemy battery. On each of these occasions there was considerable return fire from shore.

On the night of 18-19 September our light coastal forces operating in the Gulf of Genoa sank another F-lighter.

On the night of 18-19 September, in the Aegean, HMS *Aurora* bombarded Candia harbor in Crete and the airfield. On the 19th, naval aircraft carried out armed reconnaissance at Rhodes and Kos and destroyed nine enemy motor vehicles. This brings the total score since the operations started to 68 vehicles destroyed and 10 damaged.

Other naval aircraft attaeked the harbor of Rhodes, obtaining a direct hit with a bomb on a depot ship. Several hits also were obtained on shore and one Ju-52 on the ground was damaged by cannon fire.

ALLIED HEADQUARTERS, NEW GUINEA—*Halmahera:* Our light naval craft destroyed one enemy barge . . . *Celebes:* A troop-laden lugger was destroyed to the southwest . . . *New Ireland:* Our divebombers and light naval units patrolled the coastline, wrecking bridges and destroying two barges.



See 21 September.

22 SEPTEMBER

ROME, *Navy communique*—On 19 September on the right flank of the Army on the Franco-Italian frontier the U. S. destroyer *Ludlow* bombarded enemy mortar and troop concentrations with good results.

On 20 September HMS *Kimberley* and HMS *Lookout* were both in action to the north of Rimini, engaging coastal guns and field batteries with upward of 1,000 rounds. The targct areas were well covered and one particularly obnoxious battery was effectively silenced.

ALLIED HEADQUARTERS, NEW GUINEA—*Halmahera:* Light naval craft sank a 1,000-ton freighter laden with troops and supplies and destroyed or heavily damaged three barges . . . *Ceram:* Patrol planes sank a small coastal vessel, burned enemy-occupied villages and destroyed or damaged small craft and waterfront installations . . . *Celebes:* Fighter escorts destroyed or damaged three small vessels and barges . . . *Banda Sea:* Fighters, on shipping sweeps, attacked small craft off scattered islands, destroying or damaging several . . . *Truk:* Our patrol planes damaged two naval auxiliaries in the Puluwat Islands; to the west . . . *New Ireland:* A fighter patrol sank one barge near Cape St. George.

Moscow, *communique*—During the night of 21-22 September aircraft of the Red Banner Baltic Fleet and long-range aircraft carried out raids on German transport ships in the port of Tallinn. Three large German transports and a patrol vessel were sunk, and three transports, a trawler and other enemy vessels sustained damage.

23 SEPTEMBER

Navy Department Communique No. 546

1. During recent operations in the Mediterranean the following U. S. vessels were lost as the result of enemy action:

PTs 202, 218, 555
LST 282
YMS 21
YMS 24

U. S. Pacific Fleet Communique

Carrier-based planes bombed Yap Island on 21 September (West Longitude date), finding few worthwhile targets, no airborne opposition and only moderate antiaircraft fire.

Enemy forces on Peleliu Island were slowly but steadily being pushed toward the northern end of the island 22 September. Garekoru village and a small, unnamed island along the east coast were occupied by U. S. Marines. Approximately three-fourths of the island is now in our hands.

On the same day seven barges were sighted in the narrow channel between Peleliu and Ngesebus Island. One was sunk by our patrol vessels and the remainder dispersed. These were destroyed by bombing, strafing and ships' gunfire after being beached on Peleliu. In the action a small supply dump was also set afire.

At sundown on 22 September 7,020 enemy troops had been killed on Peleliu, while 950 had been killed on Angaur.

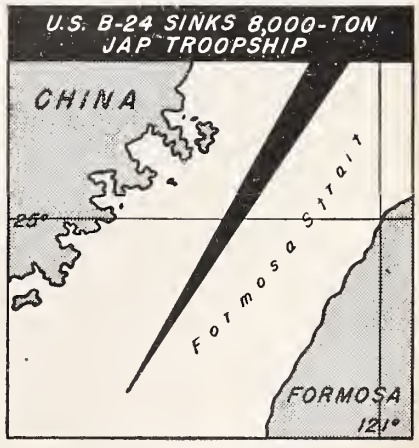
Pagan and Anatahan in the Marianas were attacked by 7th AAF Thunderbolts on 21 September. On the same day Corsairs of the 4th Marine Aircraft Wing strafed the phosphate plant and storage facilities on Rota Island.

7th AAF Liberators attacked shipping in the harbor at Chichi Jima in the Bonins on 21 September. One barge was sunk and near misses were scored on a freighter. Large explosions in the harbor area were caused. Meager antiaircraft fire was encountered.

7th AAF Liberators bombed Marcus Island on 21 September and gun positions and areas surrounding the airfield at Ponape were bombed on 21 September by 7th AAF Mitchells.

On the same day Jaluit Atoll was attacked by Corsairs of the 4th Marine Aircraft Wing.

GENERAL HEADQUARTERS, SOUTHWEST PACIFIC—*Philippines:* Our night air patrol covering the southern Philippines sank or seriously damaged a 3,000-ton freighter-transport, a 1,000-ton merchant vessel and two small freighters. Another small shipping concentration was attacked, driving several aground . . . *Moluccas-Halmahera:* Carrier and land-based planes damaged two coastal vessels and small craft . . . *Buru:* One small freighter, three luggers and three barges were sunk or severely damaged.



See 23 September.

CHUNGKING, *14th AAF communique*—On 22 September an 8,000-ton enemy transport troopship was sunk by a B-24 in the Formosa Strait.

24 SEPTEMBER

U. S. Pacific Fleet Communique

Carrier-based aircraft of the Pacific Fleet, continuing the smashing attack against the northern Philippines begun on 20 September (West Longitude date), took an additional heavy toll of enemy planes, ships and ground installations on 21 September. Total destruction in the two-day strike was extensive and the enemy suffered heavily.

The following damage, part of which has been previously reported, was inflicted at and near Clark and Nichols Fields in the Manila harbor area and the Cavite naval base during the two-day operations in southern Luzon:

Ships sunk: 40 classified as ships; six small craft.

Ships probably sunk: 11 classified as ships.

Ships damaged: 35 classified as ships; 11 small craft; two floating drydocks.

Aircraft destroyed: 169 shot down in combat; 188 planes destroyed on the ground.

Aircraft damaged: 45 planes probably damaged on the ground; three planes damaged by ships' gunfire.

Ground installations damaged and destroyed: Extensive and widespread damage was done to buildings, warehouses, railroad equipment, oil storage tanks, harbor installations, hangars, shops and stored supplies and equipment.

Our own losses in this daring and highly successful strike were 11 planes in combat, 10 pilots and five aircrewmen. There was no loss or damage to any of our surface ships.

The total revised box score for the 3d Fleet, under the command of Admiral William F. Halsey, USN, since it began operating in the Far Western Pacific now stands at: 122 ships and 61 small craft sunk, 137 ships and 109 small craft damaged; 380 planes shot down in the air, 598 destroyed on the ground, total aircraft destroyed 978; crippling damage to airfields and naval establishments. In addition, ships and carrier-based aircraft of the 3d Fleet have supported the assault on Palau. Our own combat losses have been 51 planes, 37 pilots and 20 crewmen.

The operations of the 3d Fleet have forced the enemy to withdraw his naval forces from their former anchorages in the Philippines and to seek new refuges in the same general area, have disrupted inter-island communications, and have broken his air force in the Philippines just as operations of the 5th Fleet broke the enemy carrier-based air force in the battle of the Philippine Sea.

Chichi Jima and Haha Jima in the Bonin Islands were bombed on 22 September by 7th AAF Liberators.

Iwo Jima in the Volcano Islands was attacked twice on 22 September by 7th AAF Liberators. Meager antiaircraft fire was encountered in all attacks.

A single 7th AAF Liberator bombed Pagan on 22 September.

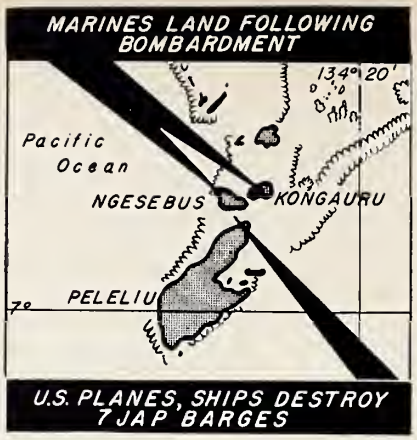
On the same day 7th AAF Mitchell bombers attacked Nauru. Antiaircraft fire was moderate.

Corsairs of the 4th Marine Aircraft Wing carried out further neutralization raids against enemy-held atolls in the Marshalls, striking at Mille on 21-22 September and at Jaluit and Wotje on 22 September. Dauntless divebombers attacked Maloelap on 21-22 September.

ROME, *Navy communique*—The USS *Ludlow* again bombarded enemy supply dumps in the Ventimiglia area on 21 September. The area was well covered. Mine clearance off the south coast of France continues satisfactorily.

Shortly before daylight on 23 September British destroyers operating near Corfu met and engaged three fast hostile vessels. In inconclusive action one of the enemy ships was hit and set on fire before they retired at high speed under a smoke screen to the cover of their coastal batteries.

ALLIED HEADQUARTERS, NEW GUINEA—*Philippines:* One of our night air patrols sank a 2,000-ton vessel and a small freighter in southern Mindanao waters . . . *Borneo:* Our night patrol planes destroyed a 1,000-ton freighter at Darvel Bay . . . *Halmahera:* Our light naval units on night patrol sank five supply-laden barges north of Morotai Strait . . . *Banda Sea:* Our patrolling aircraft over the Kei and Aru Islands sank a coastal vessel.



See 23 and 29 September.

MOSCOW, *communique*—The air force of the Red Banner Baltic Fleet during the day of 22 September pursued with large forces enemy vessels leaving the port of Tallinn. Transports with German troops were caught in the Gulf of Finland and in the Baltic Sea. Our naval airmen sank in the course of the day by bomb assault and bomb torpedo blows 11 German transports. In addition three transports and one mine sweeper were heavily damaged.

25 SEPTEMBER

ROME, *Navy communique* — On 22-23 September enemy batteries, troops and storage dumps in the neighborhood of the Franco-Italian frontier were again bombarded from the sea in support of the Army. The areas were well covered and several explosions were observed. The U. S. destroyers *Woolsey* and *Edison* were both in action. There was active return fire from the shore and splinters fell on board but our ships suffered neither casualties nor damage.

On 24 September, in support of the 8th Army, HMS *Loyal* carried out a heavy bombardment of enemy batteries and gun positions several miles north of Rimini. More than 400 rounds were fired and all areas were well covered. Minesweepers working in the same area were fired upon by shore batteries but were not hit.

ALLIED HEADQUARTERS, NEW GUINEA—*Ceram-Buru:* Fighters on low-level coastal sweeps destroyed or seriously damaged two luggers, nine barges and numerous small craft . . . *Banda Sea:* Attack and pursuit planes, striking shipping off numerous islands, destroyed or seriously damaged five barges and several small craft . . . *Vogelkop:* Motor torpedo boats destroyed enemy naval auxiliary craft attempting to slip through our blockade . . . *Wewak:* Night naval patrols shelled shore positions and destroyed two barges near offshore islands.

26 SEPTEMBER

ROME, *Navy communique*—It is reported from the Aegean that on the night of 24-25 September, HMS *Terpsichore* and *Termagant* destroyed a convoy of five enemy craft in the neighborhood of Scarpanto. Vessels sunk included two F-lighters.

ALLIED HEADQUARTERS, NEW GUINEA—*Philippines:* One of our night patrol planes encountered a seaplane tender in Davao Gulf fueling two destroyer escorts, one on each side. In a single bombing run all were hit, resulting in a tremendous explosion. The smaller vessels sank almost immediately and the tender later was observed to capsize and sink . . . *Halmahera:* Naval units sank a barge off Galela and bombarded enemy positions on the north Morotai coast in support of our ground forces . . . *Ceram-Buru:* Fighters and patrol planes attacked coastal shipping, destroying or seriously damaging a lugger barge and numerous smaller craft . . . *Celebes:* A 10,000-ton tanker was sunk in the Kendari area and a 3,000-ton freighter-transport was damaged near Manado.

CHUNGKING, *14th AAF communique*—Approximately 8,000 tons of Japanese seagoing shipping was attacked by B-24s on 25 September. A tanker was sunk and a cargo vessel was damaged 120 miles west of Takao, Formosa.

27 SEPTEMBER

U. S. Pacific Fleet Communique

Further gains made during 26 September (West Longitude date) by the 1st Marine Division and elements of the 81st Infantry Division on Peleliu Island brought the entire island under our control with the exception of Umurbrogol Mountain and a small pocket at the northeastern tip.

Rapid progress was made by the 1st Marine Division attacking in the northern sector and by Army troops in the center of the western arm during the day.

Two enemy aircraft dropped bombs in the water east of Angaur during the night of 25-26 September, causing no damage. During the same night remaining enemy troops on Angaur failed in an attempt to infiltrate through our lines.

Through 26 September our troops had counted 7,517 enemy dead on Peleliu and 1,020 on Angaur.

The northwest area of Babelthuap Island was strafed by Corsair fighters during 26 September.

On 24 September a single Ventura of Fleet Air Wing 4 bombed installations at Paramushiru in the Kurils. Antiaircraft fire was intense and several enemy planes attempted interception. The Ventura was slightly damaged but returned safely. Eleventh AAF Liberators attacked Paramushiru on the same day. Direct hits were scored on the runway. Several fires were started. Twelve enemy fighter planes attempted interception. One of the interceptors was destroyed and seven were damaged. Antiaircraft fire was moderate. All of our planes returned safely.

The airfield at Iwo Jima in the Volcano Islands was bombed on 24 September by Liberators of the 7th AAF. Antiaircraft fire was intense. One of four enemy planes attempting interception was shot down. Three Liberators were damaged but all returned safely. On 25 September a search plane of Fleet Air Wing 2 strafed a small coastal cargo ship near Iwo Jima. The crew was observed abandoning the vessel which was left dead in the water.

A lone 7th AAF Liberator bombed Wake on the night of 24-25 September and several bombed the runway at Marcus Island on 25 September.

Gun emplacements at Pagan in the Marianas were bombed by 7th AAF Thunderbolts on 25 September. Corsairs of the 4th Marine Aircraft Wing attacked Rota on the night of 24-25 September, scoring direct hits on the runway. Other Corsairs returned to Rota on 25 September and strafed installations. Meager antiaircraft fire was encountered in the latter attack.

Ponape Island in the Carolines was attacked on the night of 24-25 September by 7th AAF Liberators. The airfield and gun emplacements were hit. Other Liberators attacking Truk Atoll on the night of 24-25 September dropped 55 tons of bombs on the airfield at Eten Island and scored several near misses on shipping found in the lagoon. There was moderate antiaircraft fire and several enemy planes attempted interception without success.

Corsairs of the 4th Marine Aircraft Wing attacked Jaluit in the Marshalls on the same night, scoring direct hits on communication facilities. Venturas of Fleet Air Wing 2 and Corsairs of the 4th Marine Aircraft Wing bombed and strafed installations at Wotje Atoll on 25 September. Meager antiaircraft fire was encountered. On the night of 25 September Corsairs of the 4th Marine Aircraft Wing flew through meager antiaircraft fire to bomb installations at Mille Atoll.

ROME, *Navy communique*—Enemy artillery and troop concentrations in the Ventimiglia area were successfully bombarded by the U. S. destroyers *Edison* and *Madison* on 24 September. On 25 September HMS *Lookout* bombarded an enemy battery, tanks, mortars and paratroops north of Rimini. She fired more than 350 rounds and the paratroopers were severly punished.

It is reported that our light coastal forces operating in the Adriatic sank three enemy craft carrying stores on the night of 23-24 September. On the same night coastal craft working close inshore in the Gulf of Genoa engaged and sank one enemy vessel.

On the night of 24-25 September coastal forces operating in the Aegean drove a small enemy vessel ashore on the island of Melos.

Since 16 September landing craft of the Royal Navy, supported by destroyers and light coastal craft, have been operating among the southern Dalmatian islands,

carrying the troops and Partisans engaged in harassing the German withdrawal. Bodies of troops also have been landed on the mainland of Albania.

ALLIED HEADQUARTERS, NEW GUINEA—*Philippines:* One of our night patrol planes sank a coastal vessel off Basilan Island . . . *Borneo:* One of our night air patrols sank a 3,000-ton freighter-transport in Darvel Bay . . . *Halmahera:* Fighter-bombers swept the Halmaheras destroying three small camouflaged freighters and damaging several barges . . . *Ceram-Buru:* Fighters at low level swept enemy small craft and numerous small craft were wrecked . . . *Celebes:* At night our air patrols damaged a 1,000-ton freighter in the Celebes Sea . . . *Banda Sea:* Attack and pursuit planes struck shipping in the Aru and Kei groups and in islands to the northwest, damaging three coastal vessels and several smaller craft.

28 SEPTEMBER

U. S. Pacific Fleet Communique

Carrier aircraft of the Pacific Fleet struck hard at enemy shipping and defense installations in the Visayas group of the Philippine Islands on 23 September (West Longitude date), attacking airfields on the islands of Cebu, Negros, Luzon, and Mactan and all shipping found in adjacent waters.

A particularly heavy strike was delivered at Coron Bay between Busuanga Island and Culion Island in the western Philippines, where a number of the enemy's ships, including two of his valuable fleet tankers, were sunk.

Seven enemy aircraft were shot down. Twenty-nine enemy aircraft were destroyed on the ground at the several fields which were thoroughly bombed and strafed.

The following damage was inflicted upon enemy shipping (including the two tankers at Coron Bay):

Ships sunk: one destroyer, one troop transport, three large cargo ships, three large oil tankers, six medium cargo ships, five small cargo ships, three destroyer-escort type vessels.

Damaged (including more than one probably sunk): two large oil tankers, one large cargo ship, one medium oil tanker, 15 medium cargo ships, one small transport, 21 small cargo ships, two destroyer-escort type vessels.

In addition, between 20 and 30 small craft were sunk or damaged.

The following damage was inflicted upon enemy shore installations:

At Iloilo, in southern Panay, a warehouse and a marine railway were set afire.

At Bacolod, in the northern part of Negros Island, piers and barracks were bombed and strafed.

At Cebu Island warehouses and piers were heavily damaged.

At Mactan Island, east of Cebu Island, oil-refining facilities and the airfield were bombed.

At Saravia, in the northern part of Negros Island, buildings and the airfield were hit.

At Legaspi, in southern Luzon, a number of partially concealed aircraft were bombed and strafed on the airfield, but the number destroyed and damaged was not observed.

Near Ormoc, on Leyte Island, oil-storage faeilities and barracks were set afire.

Our losses in these operations were 10 aircraft, but only five pilots and three flight personnel are missing.

ROME, *Navy communique*—On 25 September the USS *Madison*, bombarding the Ventimiglia area, hit a supply plane and later destroyed an observation post. The French destroyer *Forbin* engaged enemy mortars and troops in the same area. On 26 September the USS *Madison* and USS *Edison* engaged enemy targets in the same area, while the *Forbin* successfully fired upon enemy troops, batteries and a railway.

ALLIED HEADQUARTERS, NEW GUINEA—*Philippines:* Our night air patrol strafed and set fire to five barges in Davao Gulf, including two at the town wharf, and damaged two others at Zamboanga . . . *Halmahera:* Light naval units on night patrol sank five barges near Miti . . . *Celebes:* Escorted heavy bombers sank a 1,000-ton freighter-transport. Night reconnaissance bombers destroyed one freighter-transport of 1,000 tons and another of 3,000 tons laden with gasoline.

LONDON, *Admiralty communique* — His Majesty's submarines in Far Eastern waters continue to destroy and to harass Japanese shipping and bombard enemy shore installations.

During recent patrols a total of 32 enemy vessels, ranging from medium-size supply ships to small coastal craft, have been sunk and a further four ships have been damaged by torpedo or gunfire. Three of the damaged ships were driven ashore.

In the Sunda Strait, south of Sumatra, a medium-sized supply ship was torpedoed and sunk. Two small ships lying alongside a quay at Nias Island, off the west coast of Sumatra, were attacked with gunfire. Both ships were hit repeatedly. One sank and the other was left in flames.

One of His Majesty's submarines, on patrol off the coast of southern Burma, entered the harbor of Port Owen and, in the face of heavy machine gun fire, engaged and sank two gunboats which were lying at anchor.

29 SEPTEMBER

U. S. Pacific Fleet Communique

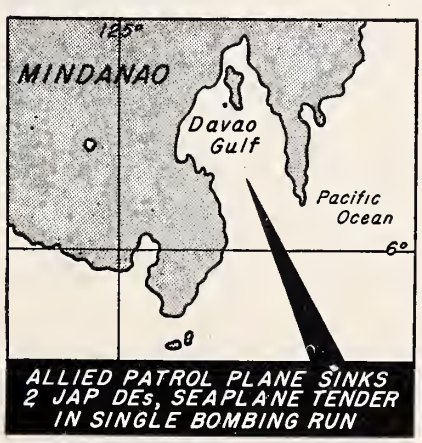
Elements of the 1st Marine Division landed on Ngesebus and Kongauru Islands, north of Peleliu, on the morning of 27 September (West Longtitude date). The assault was preceded by heavy shelling from cruisers and destroyers and bombing from carrier-based aircraft. Light enemy opposition was speedily overcome. Ngesebus Island is completely secure and our troops are mopping up scattered enemy forces occupying only a small portion of Kongauru Island.

The 1st Marine Division and elements of the 81st Infantry Division continued to drive the enemy from remaining positions on Peleliu Island. Our forces drove south on Umurbrogol Hill, and all the northern arm of the island has been secured, with the exception of the pinnacle of an unnamed hill and a small area on the eastern coast. The 81st Division is cleaning out caves and pillboxes on the northwest tip of Angaur Island, where a few enemy troops remain.

Naval installations at Chichi, Jima, in the Bonins, were bombed on 27 September by 7th AAF Liberators. Fires were started and two explosions were observed. Anti-aircraft fire, which varied from moderate to intense, did no damage to our planes. A Navy search plane, while on routine jatrol near Iwo Jima on 27 September, damaged an enemy medium bomber. The enemy plane had one engine shot out and was forced to land, nearly missing two fighter planes about to take off from the airfield at Iwo Jima. On 27 September another Navy search plane downed an enemy bomber north of the Palau Islands. On 26 September a single 7th AAF Liberator bombed the airfield at Iwo Jima, in the Volcano Islands.

Enemy-held islands in the Marianas were subjected to further neutralization raids on 26 and 27 Septetmber. Seventh AAF Thunderbolts bombed and strafed installations on Pagan on 27 September, and 7th AAF Liberators were over Pagan Island twice on 26 September. Areas of possible use as airfields were bombed and the island was strafed. Corsairs of the 4th Marine Aircraft Wing bombed Rota, doing further damage to the airfield.

Liberators of the 7th AAF bombed Wake Island on the night of 25 September. Nauru was bombed on 26 September by 7th AAF Mitchells. The airfield and gun emplacements were hit. There was meager antiaircraft fire.



See 26 September.

Liberators of the 7th AAF flew over Truk Atoll on 26 September in search for possible enemy shipping attempting to supply the isolated garrison. No shipping was found, and bomb loads were dropped on installations still remaining on the key islands. Moderate antiaircraft fire was encountered.

Defense installations at Jaluit Atoll in the Marshalls were bombed on 26 September by Venturas of Group 1, Fleet Air Wing 2 and Corsairs of the 4th Marine Aircraft Wing. On the same day Corsairs and Dauntless divebombers of the 4th Marine Aircraft Wing further neutralized Wotje, Maloelap and Mille Atoll.

Eleventh AAF Liberators bombed southern Paramushiru on 26 September. There was no enemy opposition.

ALLIED HEADQUARTERS, NEW GUINEA——*Philippines:* Our night air patrols again struck heavily at enemy shipping in the southern Philippines, sinking a 10,000-ton transport and damaging a 6,000-ton freighter-transport near Jolo in the Sulu Archipelago . . . *Vogelkop:* Our fighters bombed enemy installations at Geelvink Bay, destroying a fuel dump, and swept the coastlines to the south and west, damaging barges and small craft . . . *Biak Island:* Our naval patrols sank a supply-laden barge . . . *New Ireland:* Medium and light bombers, with 53 tons of explosives, struck enemy encampments at Matchin and Choiseul Bays and destroyed two barges in the Shortland Islands.

30 SEPTEMBER

ROME, *Navy communique*—On the night of 27-28 September two of our landing craft operating on the Yugoslav coast met and engaged a convoy of enemy landing craft. Two of the enemy vessels were sunk and others damaged.

On 28 September the U. S. destroyer *Hilary Peter Jones* and the French destroyer *Le Fortune*, operating on the right flank of the Army near the French-Italian frontier, bombarded enemy batteries and troop concentrations. All areas were well covered.

ALLIED HEADQUARTERS, NEW GUINEA—*Philippines:* Our night patrol planes over southern Mindanao sank or severely damaged two small freighters, two barges and two coastal vessels . . . *Borneo:* Air patrols, reconnoitering Macassar Straight, damaged a small enemy freighter off Balikapan . . . *Celebes:* Our reconnaissance planes destroyed or crippled a small freight, two barges and four small craft southeast of Kendari . . . *Halmahera:* One of our fighter patrols destroyed a barge carrying personnel south of Ternate . . . *Ceram-Buru:* Escorted medium units destroyed or damaged two coastal vessels by strafing . . . *New Ireland:* Light naval units shelled shore installations.

1 OCTOBER

U. S. Pacific Fleet Communique

Isolated enemy forces resisting bitterly from caves situated on Bloody Nose Ridge at Peleliu Island were bombed by aircraft of the 2nd Marine Aircraft Wing on 29 September (West Longitude date). Numerous 1,000-pound bombs were dropped to demolish remaining enemy fortifications on the ridge. With the exception of the resistance at Bloody Nose Ridge (Umorbrogol Hill) and in a small pocket on Angaur Island, the islands of Peleliu, Ngesebus, Kongauru and Angaur are secured.

Elimination of the remnants of the Japanese defenders continues. More than 10,000 enemy troops have been wiped out in the southern Palau area since the invasion began.

On 29 September Liberators of the 11th AAF bombed Shimushu Island in the Kurils. Moderate antiaircraft fire was encountered. All of our planes returned.

ALLIED HEADQUARTERS, NEW GUINEA—*Philippines:* Our air patrols off northern Mindanao forced a coastal vessel on a reef, where it was subsequently broken up . . . *Borneo:* One of our medium units on night patrol located and attacked a freighter-transport of 4,000 tons and three others of 1,500 tons alongside a whart in Darvel Bay. Direct hits resulted in a large explosion and fire which quickly spread and destroyed all four. Meanwhile six heavily laden barges were sunk by strafing attacks. Although it was damaged, our plane returned to its base . . . *Halmahera:* Our light naval craft destroyed two barges in Morotai Strait . . . *Ceram:* Air patrols attacked coastal shipping and an enemy destroyed to the south.

2 OCTOBER

U. S. Pacific Fleet Communique

Military government was proclaimed on Angaur Island on 30 September (West Longitude date) as mopping-up operations proceeded on Angaur and Peleliu. A few fanatical enemy troops, holed-up in caves, continued to resist with small-arms fire.

On the same day Corsairs of the 2d Marine Aircraft Wing bombed the airfield on Babelthuap Island. Antiaircraft fire was intense.

On 30 September, 9,076 enemy troops had been killed on Peleliu and 1,075 on Angaur, while a total of 187 prisoners have been captured on the two islands.

Seventh AAF Liberators on 29 September dropped approximately 37 tons of bombs on Moen and Eten Islands in Truk Atoll. Antiaircraft fire was meager.

Another formation of 7th AAF Liberators bombed runways and airdrome facilities at Iwo Jima in the Volcano Islands on 30 September. Antiaircraft fire was moderate but eight aggressive enemy fighters intercepted our planes. One of the Liberators was shot down while several of the others were damaged.

Corsairs of the 4th Marine Aircraft Wing attacked gun positions on Jaluit Atoll in the Marshalls with 33 tons of bombs on 30 Sepember. In the attack a small craft was sunk after strafing. Heavy antiaircraft fire damaged one of the Corsairs.

ALLIED HEADQUARTERS, NEW GUINEA—Our night air patrols damaged a 10,000-ton tanker and a coastal vessel off Zamboanga . . . *Celebes:* A night reconnaissance plane, with four direct hits, sank an 8,500-ton freighter-transport in Tiworo Strait . . . *Banda Sea:* Our fighters attacked dispersal areas at Faan airdrome in the Kei group and destroyed two barges and small craft in the Sermata Islands . . . *Vogelkop:* Air and naval patrols swept the coastal sectors and destroyed a barge southeast of Numfor.

3 OCTOBER

ALLIED HEADQUARTERS, NEW GUINEA—*Philippines:* Our night patrol planes damaged four small coastal freighters off Zamboanga . . . *Manado:* Night reconnaissance planes sank two small freighters, a schooner and two barges off the north coast . . . *Amboina-Ceram:* Our air patrols strafed villages and severely damaged a 1,000-ton freighter and two coastal vessels.

4 OCTOBER

ALLIED HEADQUARTERS, NEW GUINEA—*Philippines:* One of our heavy patrol planes, in a surprise attack at dawn over Zamboanga, destroyed or severely damaged a large flying boat, seven seaplanes, a fuel-laden coastal vessel in the harbor and three bombers on Wolfe Field . . . *Celebes:* Night reconnaissance planes destroyed a coastal vessel in Amourang Bay . . . *Halmahera:* Medium units harassed coastlines, destroying small craft and buildings . . . *Amboina-Ceram:* Fighters and patrol planes neutralized enemy airdromes with 1,000-pound bombs, while others sweeping the shorelines destroyed or damaged a small freighter, two coastal vessels, nine barges and numerous small craft.

5 OCTOBER

Navy Department Communique No. 547

PACIFIC AND FAR EAST

1. U. S. submarines have reported the sinking of 11 vessels, including three combatant ships, as a result of operations against the enemy in these waters as follows:

1 escort vessel
4 small cargo vessels
1 destroyer
1 cable ship
1 medium cargo transport
1 converted seaplane tender
1 medium cargo vessel
1 large tanker

2. These actions have not been announced in any previous Navy Department communique.

U. S. Pacific Fleet Communique

U. S. forces on Peleliu Island continued to apply heavy pressure to the remaining pocket of enemy resistance of Bloody Nose Ridge on 4 October (West Longitude date). Several defensive positions and caves were cleaned out during the day. Mopping-up operations on Angaur Island are being continued.



See 27 September.

During the operations in the southern Palau Islands from 25 September to 5 October the following casualties were incurred: 1st Marine Division: killed, 191; wounded, 1,011; missing, 0. 81st Infantry Division: killed, 145; wounded, 696; missing, 8.

The total in the missing category for the 1st Marine Division has been revised downward from 401 to 267 for the entire campaign.

During the same period an additional 2,618 enemy troops were eliminated on Peleliu and 137 were eliminated on Angaur.

Corsair fighters of the 2nd Marine Aircraft Wing, operating from the airfield at Peleliu, bombed Babelthaup Island on 4 October, hitting the airstrips and strafing a concentration of motor vehicles. Warehouses at Koror were also bombed during the day.

Eleventh AAF Liberators strafed a small cargo vessel near Onnekotan in the Kurils. They were intercepted by two enemy fighters near Paramushiru but were not damaged.

Seventh AAF Liberators on 3 October bombed a large cargo ship and a destroyer northwest of Iwo Jima in the Volcano Islands. Antiaircraft fire from the destroyer was meager. On the same day Marcus Island was bombed by 7th AAF Liberators.

Thunderbolt fighters of the 7th AAF dropped bombs and rockets on gun positions and shore installations at Pagan Island on 3 October. Other planes bombed barracks and communications facilities the same night.

Corsairs of the 4th Marine Aircraft Wing divebombed airfields and installations at Ponape Island on 4 October. Antiaircraft fire was inaccurate.

Corsairs of the 4th Marine Aircraft Wing and search Venturas of Fleet Air Wing 2 bombed enemy positions on Jaluit Atoll on 4 October. One Corsair suffered minor damage from antiaircraft fire.

ALLIED HEADQUARTERS, NEW GUINEA—*Philippines:* One of our day patrol planes over Basilan Island bombed a medium tanker from mininum altitude, leaving the vessel badly damaged from two direct hits . . . *Manado:* Patrol planes operating over the northern and central Celebes sank or severely damaged a 2,000-ton freighter-transport, several barges and three small freighters . . . *Sula Islands:* Our air patrols sank a 1,000-ton vessel at Vesuvius Bay . . . *Halmahera:* Night naval patrols sank a schooner.

ROME, *Navy communique* — Naval operations continued in the Aegean. On the night of 2-3 October HMS *Aurora* bombarded the Maleme airdrome on Crete.

On 3 October naval aircraft from a force of escort carriers under the command of Rear Admiral Thomas Troubridge attacked the Island of Levithia in the southern Aegean to the northeast of Kos. Hits were observed. Other naval aircraft attacked Porto Largo Island and Leros. One vessel was set on fire and two coasters and more than a dozen smaller craft were gunned.

On the night of 3-4 October, HMS *Calpe* and *Cleveland* engaged and destroyed six enemy assault vessels off Piscopi to the northwest of Rhodes. It is reported that large fires were seen burning at Rhodes on the night of 2-3 October.

Units of land forces are now on some Greek islands and on the mainland of Greece and in Albania and are in contact with the enemy in both countries. Landings have been made by parachute, sea and transport aircraft.

Troops of the land forces of the Adriatic entered Patras in the northern Peloponnesus during the night of 3-4 Oct.

6 OCTOBER

CHUNGKING, *14th AAF communique*—B-24s damaged a 200-foot freighter and a 250-foot freighter in Formosa Strait 12 miles northwest of the tip of Formosa Island.

7 OCTOBER

U. S. Pacific Fleet Communique

Employing tanks and artillery, U. S. forces made some progress against stubbornly held enemy positions on Umurbrogol Mountain on Peleliu Island during 6 October (West Longitude date). Enemy killed to date total 11,083 on Peleliu Island and 1,128 on Angaur Island. Our forces have captured 214 prisoners on Peleliu and 10 on Angaur.

On the same day Corsairs of the 2d Marine Aircraft Wing attacked several small villages on Babelthuap Island, damaging nine fuel dumps, five supply dumps, two ammunition dumps, two buildings and 28 trucks. Three boats and seven barges in the vicinity of Komebail lagoon were strafed also.

Liberators of the 11th AAF, flying through weak antiaircraft fire, bombed Paramushiru on 4 October. On the same date 11th AAF Mitchells struck at enemy shipping at Paramushiru and Shimushu, probably sinking a cargo ship and damaging a barge. Returning from the raid, the Mitchells were challenged by 15 to 20 fighters. Two enemy planes were probably destroyed and two damaged. Some of our planes suffered slight damage.

A Navy search plane bombed the airplane and gun positions on Yap on 4 October. Antiaircraft fire was meager and ineffective. Seventh AAF Liberators dropped 33 tons of bombs on the airstrip and hangars on Moen Island in the Truk group on 5 October. Antiaircraft fire was meager and the three or four enemy fighters that rose to intercept did no damage to our planes.

ALLIED HEADQUARTERS, NEW GUINEA—*Manado:* Patrol planes sank a minelayer to the west . . . *Kendari:* Night patrol planes probably destroyed a 3,000-ton freighter-transport in Masiri Strait . . . *Amboina:* Medium and light bombers carried out successive attacks on airdromes and installations and sank a 1,000-ton vessel off Laha. Night air patrols bombed the waterfront and blew up a 3,000-ton merchant vessel with a direct hit . . . *Ceram-Buru:* Air patrols made shipping sweeps over the coast and nearby islands, destroying or damaging 11 barges and numerous small craft.

ROME, *Navy communique*—Gunfire support from the sea continues to be given on the right flank of the army in the neighborhood of the Franco-Italian frontier.

On 4-5 October the USS *Niblick* and *Plunkett* were in action against enemy artillery and a railway yard. All areas were well covered.

On 5 October the island of Levitha was bombarded by HMS *Aurora* and *Catterick*. Armed parties from both ships landed under close-support fire and strafing fighter aircraft, and captured the eastern half of the island. After further bombardment by the 6-inch guns of the *Aurora*, the German garrison commander surrendered at dusk.

8 OCTOBER

U. S. Pacific Fleet Communique

Supported by Corsair fighters of the 2d Marine Aircraft Wing which dropped 1,000-pound bombs, U. S. forces on Peleliu Island made further advances against enemy-held positions on Umorbrogol Mountain on 7 October (West Longitude date). On Angaur Island mopping-up operations continued. Enemy dead number 11,083 on Peleliu and 1,150 on Angaur. On Peleliu, 214 prisoners have been captured, and on Angaur 11 have been taken.

A fuel dump and two small buildings were destroyed by our planes in an attack on the villages of Ngatpang and Gamliangel on Babelthuap Island.

Military government was set up on Peleliu Island on 16 September and on Kongauru and Ngesebus on 30 September. As previously announced, military government was established on Angaur Island on 30 September.

Two Liberators of the 7th AAF bombed Wake Island on the night of 6 October without encountering antiaircraft fire.

Iwo Jima in the Volcano Islands was bombed 6 October. There was no antiaircraft fire.

The airfield and gun positions on Nauru Island were bombed by 7th AAF Mitchells on 5 October. Antiaircraft fire was ineffective.

Neutralization raids on enemy-held positions in the Marshall Islands continued.

ALLIED HEADQUARTERS, NEW GUINEA—*Manado:* Air patrols sank or severely damaged a 3,000-ton vessel and a small freighter in Gorontalo Gulf . . . *Ceram:* Several luggers and smaller craft were damaged in low-level attacks . . . *Vogelkop:* Patrol planes strafed troop-laden rafts, inflicting casualties . . . *Bismarck-Solomons:* Patrol planes ranging over New Ireland and Bougainville bombed enemy concentrations and destroyed a barge. Light naval units shelled shore positions southeast of Kavieng and at Choiseul Bay.

ROME, *Navy communique*—On the night of 6-7 October HMS *Termagant* met and engaged an enemy force near the entrance to the Gulf of Salonika. One enemy destroyer was sunk and a second seriously damaged.

On 7 October the French cruiser *Emile Bertin* and the U. S. destroyer *Eberle* bombarded enemy vessels near Porto Maurizo. Hits were obtained on an enemy F-lighter and a large merchant vessel.

CHUNGKING, *14th AAF communique*—More than 110,000 tons of Japanese seagoing shipping, representing 42 vessels more than 100 feet in length, were sunk by the 14th AAF during operations in September, bringing the total of enemy shipping sunk since January to an aggregate of 233 ships of nearly half a million tons.

Eleven ships totaling 11,700 tons probably were sunk and 61 vessels of 41,400 tons were damaged, making a monthly total of 114 vessels of more than 163,000 tons which were successfully attacked.

In addition to the tonnage categories the 14th AAF sank 445 enemy boats of less than 100 feet as well as a naval vessel of similar size, probably sank two naval vessels and 46 miscellaneous craft and damaged two naval vessels of less than 100 feet and more than 1,700 miscellaneous craft.

9 OCTOBER

U. S. Pacific Fleet Communique

Units of the Pacific Fleet attacked Marcus Island on 8 October (West Longitude date) and throughout the day subjected enemy installations and shore defenses to deliberate and destructive gun fire in good visibility. Considerable damage was inflicted and the greater part of the coast defense batteries were silenced. Buildings were hit and fires were started.

ALLIED HEADQUARTERS, NEW GUINEA—*Halmahera:* Fighter-bombers hit Kau airdrome with 1,000-pound bombs and set fire to a small freighter and a coastal vessel near Djailolo . . . *Amboina-Ceram:* Twenty-three coastal vessels and small craft were destroyed or damaged in this area . . . *Vogelkop:* Light naval units shelled a barge hideout in Wandamen Bay . . . *Bismarcks-Solomons:* Light naval units harassed the shorelines at night.

10 OCTOBER

U. S. Pacific Fleet Communique

Carrier-based aircraft of the Pacific Fleet swept over the Ryukyu Islands in great force on 9 October (West Longitude date). All naval and merchant ships that could be found were attacked and severe damage was done to shore installations. Preliminary reports indicate that the following damage was inflicted on the enemy:

Sunk: one destroyer, one minesweeper, one submarine tender, two medium cargo ships, two small cargo ships and five coastal cargo ships.

Probably sunk: two medium cargo ships, four small cargo ships, one medium oil tanker and seven coastal cargo ships.

Damaged: three medium cargo ships, six small cargo ships, one destroyer, two small oil tankers.

In addition to the foregoing, more than 20 luggers and other small craft were sunk or damaged.

Complete surprise was achieved in the attack. More than 75 enemy aircraft were destroyed on the ground. Fourteen enemy aircraft were shot down. Buildings and defense installations on the islands were severely bombed and strafed, and many were left burning. There was no damage to our surface ships and our plane losses were light.

The carrier task forces which conducted the attack are part of Admiral Halsey's 3d Fleet and the carriers are under the immediate command of Vice Admiral Marc A. Mitscher.

ALLIED HEADQUARTERS, NEW GUINEA—*Philippines:* Our heavy bombers, with fighter escort, attacked the enemy base at Zamboanga and destroyed six float planes and set fire to a 1,000-ton vessel, two small freighters and a barge . . . *Halmahera:* Our fighter-bombers hit airdromes and destroyed warehouses on the west coast and sank four barges . . . *Amboina-Ceram:* Patrol planes destroyed a lugger and two small craft . . . *Vogelkop:* Fighter squadrons on southern patrols bombed Kaimana, strafed four barges along the coast.

ROME, *Navy communique*—It is reported from the Aegean that in addition to an enemy destroyer already reported sunk by HMS *Termagant,* near the entrance to the Gulf of Salonika on the night of 6-7 October, an armed trawler and large caique were sunk in the same area. HMS *Tuscan* was in company with the *Termagant.*

On 7 October naval aircraft sank one caique and damaged another besides driving an enemy minesweeper ashore in the Egripos Channel between the east coast of Greece and Euboea. They also sank a merchant vessel west of Lemnos. On the same day HMS *Black Prince* and the destroyer *Terpsichore* sank a passenger ship, one large caique and one enemy landing craft north of Skiathos.

On 8 October light coastal craft sank one merchant vessel and one lighter off Psara, west of Chios. On the night of 8-9 October light coastal craft met and engaged a convoy off Gaidaro Island, on the west side of the entrance to the Gulf of Athens. An enemy tanker of about 750 tons was hit with the first bursts and a fire was left blazing from stem to stern.

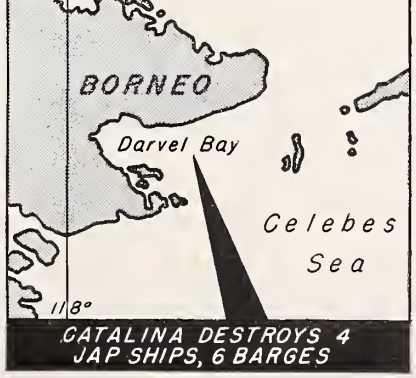
Light coastal forces operating in the northern Adriatic on the night of 8-9 October engaged a southbound enemy coastal convoy off Maestra, 30 miles south of Venice. One schooner blew up, another sank and two more were damaged.

LONDON, *Admiralty communique* — An enemy force consisting of two armed trawlers and two patrol craft was intercepted early yesterday off the Hook of Holland and engaged by light coastal forces of the Royal Navy. In the course of three fierce engagements, hits with torpedoes were obtained on one of the armed trawlers which blew up and disappeared.

Meanwhile, to the northward off Den Helder, another patrol of light coastal forces encountered an enemy force consisting of three modern M-class minesweepers which were proceeding toward the southwest. His Majesty's ships attacked at close range with torpedo and gunfire. Two hits with torpedoes were obtained on one minesweeper, which blew up and sank.

11 OCTOBER

ALLIED HEADQUARTERS, NEW GUINEA—*Moluccas:* Fighters and light naval craft attacked coastal targets and ground installations in the northern Halmaheras, destroying or damaging 18 barges . . . *Vogelkop:* Patrol planes attacked small craft and barges on the south coast, while light naval units harassed Geelvink Bay . . . *Bismarck-Solomons:* Light naval units at night harassed enemy shore positions.



CATALINA DESTROYS 4 JAP SHIPS, 6 BARGES

See 1 October.

ROME, *Navy communique*—It is reported from the south of France that on 8 October the USS *Eberle* shelled an ammunition dump, enemy-occupied buildings and a railroad bridge while supporting the Army near the Franco-Italian frontier. Direct hits were obtained and fires started.

On 8 October the destroyer HMS *Wilton* and an LCG shelled German troop concentrations and gun positions on the mainland of Albania, north of Corfu. Very good results were reportted.

12 OCTOBER

ALLIED HEADQUARTERS, NEW GUINEA—*Halmahera:* Air patrols attacked small coastal shipping . . . *Timor:* Our medium units, in a masthead attack on enemy shipping near Kupang, destroyed a small freighter, a coastal vessel and a barge . . . *Vogelkop:* Our light naval units at night shelled enemy shore positions . . . *Bismarck-Solomons:* Motor torpedo boats shelled the New Ireland coast.

ROME, *Navy communique*—The U. S. destroyer *Gleaves* bombarded a bridge with 240 rounds in the neighborhood of the Franco-Italian frontier. Direct hits were obtained and the whole area was well covered. On 10 October the U. S. destroyer *Jouett* fired more than 400 rounds at a bridge over a pass in the same area, obtaining direct hits. During both these bombardments fire was returned from the shore.

It is reported from the Aegean that on 8 October aircraft of the Royal Navy successfully bombarded a 1,000-ton merchant vessel in the Gulf of Petali. The ship was sunk. A direct hit was also obtained on a Siebel ferry while two locomotives and 20 trucks were destroyed on the ground on the west shore of the Gulf of Salonika.

On 9 October His Majesty's destroyers *Belvoir* and *Wilton* with *LCGs 12* and *18* supported the front on the Albanian coast north of Corfu by successfully bombarding batteries.

LONDON, *Admiralty communique* — An enemy patrol consiting of four heavily armed trawlers was encountered by light coastal forces of the Royal Navy. His Majesty's ships attacked with torpedo and one trawler was seen to blow up. Hits with gunfire were also obtained on a second enemy vessel.

13 OCTOBER

U. S. Pacific Fleet Communique

Carrier aircraft of the Pacific Fleet fast carrier task force striking Formosa on 11 October (West Longitude date) shot 124 enemy aircraft out of the air and did heavy damage to enemy shipping and shore defense works. Preliminary pilot reports and photographs show that 97 enemy aircraft were destroyed on the ground. Initial reports indicate the following damage to enemy shipping:

Ships sunk: large cargo ships, 2; medium cargo ships, 2; small cargo ships, 12.

Ships damaged: large cargo ships, 2; medium cargo ships, 7; small cargo ships, 10.

In addition to the foregoing, extensive damage was done to hangars, buildings, oil dumps, warehouses, docks and industrial establishments at Einansho, Okayama, Tamsui, Heito, Reigaryo and Taichu. Our losses were 22 aircraft. There was no damage to our surface ships.

U. S. Pacific Fleet Communique

During the late evening of 11 October and night of 11-12 October following the first day of its attack on Formosa, small groups of enemy aircraft attacked one of our fast carrier task forces operating in the approaches to the Japanese positions in Formosa and the Ryukyus, and repeatedly attempted to torpedo or bomb the carriers or supporting ships in the force. Night fighters sent up by our carriers shot down three fighters in the early evening, and later eight enemy aircraft were sent down in flames by ships' antiaircraft fire.

During the night of 12 October Formosa and the Pescadores were again brought under attack by fast carrier task forces, and heavy damage was done to the enemy air force and its bases, to shipping, port facilities and shore installations.

A preliminary resume of damage inflicted upon the Japanese in the two-day strike which began before dawn on 11 October, shows the following totals:

Enemy aircraft shot down: 221.

Enemy aircraft destroyed: 175.

Ships sunk: 2 large cargo ships, 4 medium cargo ships, 9 small cargo ships, 12 coastal cargo ships.

Probably sunk: 1 large cargo ship, 3 medium cargo ships, 3 small cargo ships, 1 oil tanker, 5 coastal cargo ships, 1 minesweeper.

Damaged: 6 medium cargo ships, 15 small cargo ships, 1 large troop transport.

In addition to the foregoing 37 small craft were sunk or damaged. We lost 45 planes in the two-day attack. Reports are not yet available as to flight personnel rescued.

ROME, *Navy communique*—It is reported from the Aegean that on 11 October naval aircraft from a force of escort carriers were very active in the Gulf of Salonika, the Gulf of Volo and the Euboea Channel.

Twice during the day a large concentration of enemy small craft at Khalkis was heavily and successfully bombed. In other areas three E-boats and a large trawler were destroyed, and five landing craft, one escort vessel, one Siebel ferry and a caique damaged. There were heavy losses to enemy troops in the landing craft.

On the railway between Athens and Salonika naval aircraft in low-flying attacks also destroyed two locomotives and an ammunition train, besides damaging another train and cutting the railway.

On 11 October, while supporting minesweepers at work off Ventimiglia, the USS *Gleaves* bombarded an enemy mobile battery. In spite of enemy interference, minesweepers have successfully cleared the minefields.

On 12 October, while supporting the 8th Army HMS *Loyal* and *Lookout* fired some 1,200 rounds at enemy positions and batteries in the neighborhood of Cesenatico. Their bombardment was reported as accurate and effective. There was enemy fire from the shore, but it caused neither damage nor casualties to our ships.

14 OCTOBER

ALLIED HEADQUARTERS, NEW GUINEA—*Philippines:* Air patrols sank a small freighter and strafed another east of Leyte and damaged two coastal vessels south of Zamboanga. . . *Halmahera:* Fighter patrols strafed a lugger and barge in Kau Bay . . . *Ceram-Buru:* Patrol planes covered coastal areas, destroying small craft and scattered shore installations . . . *Vogelkop:* Light naval units on Geelvink Bay patrol machine-gunned shore positions and small craft.

WASHINGTON, *20th U. S. Army Bomber Command communique*—A large task force of B-29 Superfortresses today attacked Okayama, on the island of Formosa. Okayama is a vital Japanese repair base and supply depot and is considered the most important air target south of Japan proper. The mission was carried out from bases in China.

The weather over the target was good, and visual bombing was accomplished. Eyewitness reports of returning crews indicate a successful attack. On this mission a larger number of Superfortresses was engaged than on any previous attack.

Four of our aircraft are unreported at this time from today's raid, but some of them are expected to be reported later from friendly bases. No enemy fighter opposition was encountered during the mission, and antiaircraft fire over the target was meager. Preliminary reports indicate that bombing results were good.

15 OCTOBER

U. S. Pacific Fleet Communique

During the night of 12-13 October (West Longitude date), strong counterattacks were delivered against task forces of the Pacific Fleet operating in the area of Formosa by aircraft of the Japanese Imperial Air Force. During these attacks on one of our task groups 13 enemy aircraft were shot out of the air by our own fighters and 7 by antiaircraft fire.

Beginning at dawn on 13 October carrier aircraft of the 3rd Fleet continued their destructive attacks against enemy forces and defense installations on Formosa Island and Luzon. Little air opposition was encountered over the targets. Preliminary reports indicate 11 enemy aircraft were shot down and 30 were destroyed on the ground.

In the mid-afternoon of 13 October our forces were attacked by numerous single and twin-engine enemy aircraft. A combat air patrol of one of our task groups shot down 28 of these aircraft and two were destroyed by antiaircraft fire.



See 5 October.

Complete reports are not yet at hand regarding known attacks on other units of our force, but it is known that many additional enemy aircraft have been shot down. Our plane losses so far have been light.

This fight is continuing. Further details will be released as they become available.

ALLIED HEADQUARTERS, NEW GUINEA—*Philippines:* Our patrol planes, over Mindanao, caused large explosions at Sasa airdrome and sank a 1,000-ton freighter-transport, evidently loaded with fuel, and a coastal vessel at Basilan Island . . . *Celebes:* Heavy units on patrol over the Macassar Straits sank two 1,000-ton freighters . . . *Halmahera:* Light naval units at night destroyed two barges off Morotai . . . *Amboina-Ceram:* Air patrols again swept the coastline, bombing and strafing barges and small supply craft.

ROME, *Navy communique*—On 12 October enemy troops and transports near Bordighera were bombarded by the French destroyer *La Fortune.*

A force of small British minesweepers working under dangerous and difficult conditions have completed the clearing of channels in the southern Dalmatian Islands and have greatly assisted the operations now in progress. Farther south minesweepers of the 13th Minesweeping Flotilla are clearing channels for the entry of shipping into the Gulf of Patras.

It is reported from the Aegean that on Friday HMS *Argonaut* bombarded Phelba.

Moscow, *communique*—Ships of the Red Banner Fleet sank a German transport in the Baltic Sea. The fleet air arm torpedoed and sank three transports with a total tonnage of 16,000 tons, two barges and one enemy tugboat.

16 OCTOBER

U. S. Pacific Fleet Communique

Troops of the 1st Marine Division on Peleliu Island sealed off several more caves occupied by the enemy during 13 October (West Longitude date). On Angaur the few remaining Japanese were kept under continual pressure.

Navy search planes of Fleet Air Wing 1 bombed and strafed two small coastal vessels and five barges off the coast of Iwo Jima. Other search planes damaged a small cargo ship and shot down an enemy torpedo bomber in the same area.

On 12 October, 11th AAF Liberators attacked nine small cargo vessels near Metsuwa Island in the Kurils. The Liberators suffered slight damage from antiaircraft fire, but all returned safely. Mitchell bombers of the 11th AAF on 12 October bombed buildings and installations on Shimushu and Paramushiru Islands.

A single Navy search plane of Fleet Air Wing 4 bombed Paramushiru Island on 12 October. Two enemy aircraft made unsuccessful attempts to intercept, and antiaircraft fire was light. The 11th AAF attacked Paramushiru again. Installations on the eastern coast were hit by Mitchell bombers. Moderate antiaircraft fire was encountered. Other Mitchells strafed a 2,000-ton cargo ship and seven small cargo ships at Suribachi Bay. Liberators started several fires in the north while other Liberators scored direct hits on docking facilities on the southern tip of the island. All planes returned safely.

Pagan Island was strafed and bombed by 7th AAF Thunderbolts on 13 October. A Navy search plane of Fleet Air Wing 1 bombed the airfield and supply dumps at Rota Island on 13 October.

Nauru Island was bombed by a single Catalina search plane of Fleet Air Wing 1 on the night of 12 October. The airfield and other aviation installations at Nauru were also hit by Mitchells of the 7th AAF on 13 October. Antiaircraft fire was meager.

Seventh AAF Liberators met moderate antiaircraft fire in bombing the airfield at Marcus Island on 13 October. Other Liberators in a night raid dropped explosives on Wake Island.

Neutralization of enemy-held positions in the Marshall Islands by air attacks was continued on 13 and 14 October by the 4th Marine Aircraft Wing.

U. S. Pacific Fleet Communique

Aparri, on the north coast of Luzon Island in the Philippines, was swept by fighter aircraft of the Pacific Fleet on 13 October (West Longitude date). Only two twin-engine and three single engine aircraft were observed on the ground and all were destroyed by strafing. No airborne enemy opposition was encountered. Ground installations in the area were severely strafed.

On 15 October a large force of carrier aircraft was launched against airfields in the vicinity of Manila Bay. This force was intercepted by an estimated 50 Japanese fighter aircraft. From 30 to 40 of the intercepting enemy planes were shot down. An additional 15 to 20 enemy aircraft were destroyed on the ground, at Nichols, Nielson and Mariveles airfields.

Meantime, the ships in one carrier task group underwent persistent aerial attack during the day and 30 Japanese aircraft were shot down in the vicinity of the group. Only superficial damage was done to our surface ships in this attack. Nine enemy aircraft were shot down in the vicinity of another fleet unit. Complete reports from all units are not yet available.

Mitchell bombers of the 11th AAF on 14 October bombed installations on the south coast of Paramushiru. Later, two Liberators of the 11th AAF attacked wharves and shipping installations on the northeast coast of Paramushiru. Antiaircraft fire was meager and all our aircraft returned.

Seventh AAF Liberators on 14 October dropped approximately 45 tons of bombs on the airstrip, supply dumps and gun positions at Iwo Jima in the Volcano Islands. Antiaircraft fire was moderate but eight aggressive enemy fighters, using phosphorous bombs, attacked our planes. One of the enemy fighters was probably shot down while three others were damaged, We suffered no losses.

The airfield runway at Moen Island in Truk Atoll was bombed by Liberators of the 7th AAF on 13 October. Three enemy fighters were airborne but did not press home their attack. Antiaircraft fire was meager.

ALLIED HEADQUARTERS, NEW GUINEA—*Philippines:* Reconnaissance planes destroyed or damaged a small steamer, a lugger and a barge south of Basilan Island . . . *Manado:* Air patrols damaged two 1,000-ton freighters and harassed installations on the island outpost . . . *Ceram-Buru:* Three barges and many small craft were destroyed . . . *New Guinea:* Troop-laden rafts were strafed, with resulting casualties.

WASHINGTON, *20th U. S. Army Bomber Command communique*—A large force of B-29 Superfortresses of the 20th Bomber Command returned to Formosa today for the second time in 48 hours, to attack military targets at Okayama and Heito.

No aircraft were lost on today's mission, which was accomplished from bases in China. The weather over the target areas was good, and very good bombing results were observed by participating crews. The same targets that were attacked on 14 October were struck again at Okayama. Heito is an important Japanese airfield and air supply depot.

Photo reconnaissance of the 14 October strike against Okayama reveals that the bombing results were excellent. Thirty-seven buildings were totally destroyed and 16 others heavily damaged, accounting for approximately two-thirds of the target.

Only one B-29 aircraft was lost on two missions within 48 hours, both of which were large efforts carrying the heaviest bomb loads so far employed by the Superfortresses.

ROME, *Navy communique*—After some delay caused by enemy minefields, HMS *Orion*, together with the cruisers *Ajax*, *Aurora* and *Black Prince* and destroyers and other units of the Royal Navy and Royal Hellenic Navy, came to anchor off Piraeus yesterday evening.

All these ships were carrying troops, which it was intended to disembark this morning.

17 OCTOBER

U. S. Pacific Fleet Communique

Carrier aircraft of the Pacific Fleet are continuing to attack targets on Luzon Island in the Philippines.

Further details now available concerning the result of some of the carrier aircraft attacks on Formosa on 11, 12 and 13 October show that at Tainan the airfield was hard hit and seven hangars were completely destroyed and five heavily damaged. Several buildings in the barracks area also were destroyed.

At Takao the harbor area received severe damage. Thirty large warehouses along the dock area were completely destroyed; ships were sunk in the harbor; heavy damage was inflicted in the industrial area. The airfield at Takao was heavily hit and several adjacent buildings were damaged.

At the Okayama airfield and assembly plants, many shops, administrative buildings and hangars were destroyed or damaged.

At Heito, approximately 15 miles inland from Takao, 14 buildings near the airfield were completely destroyed and eight were heavily damaged. At another airfield near Heito five barracks were destroyed.

Most of the airstrips at the fields which were attacked have been heavily pitted by bomb blasts.

U. S. Pacific Fleet Communique

During the fighting between our carrier task forces and the enemy air forces based on shore in the Ryukyus, Formosa and Luzon Island in the Philippines from 10 October (West Longitude date) until the time of this communique there has been no damage of consequence to our battleships or carriers. However, two medium-sized ships were hit by aircraft torpedoes and are retiring from the area. Fortunately the personnel casualties in these two ships were small.

Japanese Fleet units were sighted approaching the area in which U. S. Pacific Fleet forces have been operating in the western part of the Philippine Sea, but on discovering our fighting strength unimpaired have avoided action and have withdrawn to their bases.

During 13, 14 and 15 October, 191 enemy planes attacked one of our task groups off Formosa by day and night. Ninety-five enemy planes were shot down by our fighters and antiaircraft fire, while we lost five planes.

On 15 October, fighters from two of our carriers shot down 50 more enemy aircraft out of approximately 60 planes which attempted to attack our damaged ships. On the same day an additional 15 enemy planes were destroyed by search and patrol flights from our carriers.

U. S. Pacific Fleet Communique

Elements of the 81st Infantry Division, covered by ships of the Pacific Fleet, occupied Ulithi Atoll, in the western Carolines, on 20 and 21 September (West Longitude date).

On 20 September advance patrols landed on Fassarai and Mangejang Islands, on either side of the main entrance into Ulithi Lagoon, and on 21 September our troops occupied Mogmog, Asor, Potangeras and Sorlen Islands. The landings were not opposed.

The possibility that the enemy may not have been immediately aware of these landings led to the withholding of this information until this time.

Pagan Island, in the Marianas, was bombed by our aircraft on 14 and 15 October. Runways and storage areas were hit.

During the night of 14-15 October and during daylight on 15 October Wake Island was bombed by 7th AAF Liberators.

On 16 October Eten Island, in Truk Atoll, was attacked by the 7th AAF Liberators, and on the same day Haha Jima, in the Bonin Islands, was raided. In the latter attack Okdoura town was hit and several small ships in the harbor were bombed.

Carrier aircraft of the Pacific Fleet are continuing to attack objectives in the Philippines.

ALLIED HEADQUARTERS, NEW GUINEA—*Celebes:* Divebombers destroyed or damaged a 3,000-ton freighter, 1,000-ton transport-freighter, two coastal vessels and several small craft . . . *Halmahera:* Our light naval units off Morotai sank two barges and strafed enemy shore positions.

WASHINGTON, *20th Army Air Force communique*—Striking at the island of Formosa for the third time in four days, B-29 Superfortresses today attacked Einansho, an important Japanese airfield and supply depot 10 miles southeast of the city of Tainan. This operation, from bases in China, continued the attack begun 14 October, against Okayama and followed up yesterday against Okayama and Heito.

On this series of missions some fighter resistance was encountered but none of our planes was lost. Antiaircraft was meager.

Photo reconnaissance from yesterday's mission reveals excellent results. Of the 34 major buildings at the Okayama target, all but two have now been destroyed, and most of the subsidiary buildings also have been hit.

CHUNGKING, *14th AAF communique*—Cooperating with Admiral Nimitz' task force in operations off Formosa, aircraft of the 14th AAF on 16 October destroyed a cruiser of the Natori class (5,170 tons) and sank more than 32,000 tons of additional enemy seagoing shipping, with more than 16,000 additional tons probably sunk.

The cruiser and a destroyer were caught in a naval convoy in the South China Sea by B-24s early in the morning. The cruiser blew up and the destroyer sustained a direct hit and a near miss.

In apparent belief that East China bases of the 14th AAF had been destroyed by the Japanese Army, Japanese shipping threatened by Admiral Nimitz's task force had been ordered to take refuge at Hong King. The ships were caught there with disastrous results in a daylight attack by 14th AAF B-24s and P-51s on 16 October.

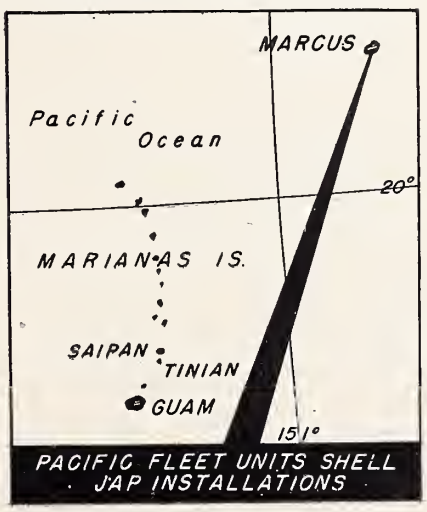
Bombing in a narrow target area of the Kowloon docks and shipyards, the attacking force destroyed at least two tankers, three freighters and another large vessel which broke in two alongside one of the piers. A 400-foot vessel under construction was destroyed.

Early reports claimed a large transport and a freighter as probably destroyed, indicating added enemy losses. The Kowloon dock facilities, drydock, shipyards and other installations were heavily damaged. Fires and secondary explosions followed the bombing in this vital area.

LONDON, *Admiralty and Air Ministry communique* — In conjunction with the landing in Normandy an extensive series of minelaying operations were carried out in enemy waters by minelayers of the Royal Navy and by aircraft for the RAF Bomber Command.

Special types of mines were developed by the Admiralty for this purpose and from evidence which has now become available it has been found possible to assess the results achieved. From this evidence, which is as yet incomplete, it is probable that over 100 enemy warships, auxiliaries and merchant vessels were sunk or severely damaged by British mines.

Of these enemy casualties, it is estimated that some 30% were attributable to mines laid by naval forces and 70% to mines laid by aircraft of the RAF Bomber Command.



See 9 October.

18 OCTOBER

Navy Department Communique No. 548

PACIFIC AND FAR EAST

1. U. S. submarines have reported the sinking of 32 vessels, including seven combatant ships and one naval auxiliary, as a result of operations against the enemy in these waters, as follows:

3 destroyers
1 minelayer
3 escort vessels
1 large cargo transport
3 medium cargo transports
1 medium tanker
1 medium naval auxiliary
12 medium cargo vessels
3 small cargo transports
4 small cargo vessels

2. These actions have not been announced in any previous Navy Department communique.

U. S. Pacific Fleet Communique

1. Carrier aircraft of the Pacific Fleet again swept over northern Luzon Island in the Philippines on 17 October (West Longitude date). Preliminary reports indicate that the following damage was inflicted upon enemy shipping:

At Camiguin Island, north of Luzon, two medium transports were sunk, one large transport and a small oil tanker were set afire and two medium transports were left beached and burning; at Aparri, one coastal cargo ship and fuel storage areas along the waterfront were set ablaze. One airborne enemy plane over San Vicente was shot down while 18 were destroyed on the ground, 15 of them at Laoag. Action is continuing and further details will be released as they become available.

2. A reassessment of plane losses inflicted upon the enemy, but based upon still incomplete reports, shows that during the seven-day period 9-15 October carrier aircraft of the Pacific Fleet destroyed approximately 915 Japanese airplanes, of which 350 enemy planes were destroyed on the ground and 565 planes were destroyed in the air in the Ryukyu-Formosa-Luzon area. Of those shot down 269 were over the targets, 256 were in the vicinity of our fleet and 40 were knocked down by antiaircraft fire.

3. Based upon more complete information, the following damage was inflicted upon enemy shipping at Formosa by our carrier aircraft on 11 October (these losses are in addition to those reported in U. S. Pacific Fleet communiques 150 and 151. See 13 October):

Sunk: Three medium cargo ships, two coastal cargo ships, 34 small craft.

Probably sunk: One large cargo ship, one oil tanker, three medium cargo ships, five coastal cargo ships, one minelayer, two escort vessels.

Damaged: Seven small cargo ships, 11 coastal cargo ships, one oil tanker, 34 small craft.

U. S. losses were 21 planes, 31 pilots, 21 aircrewmen.

4. Ngulu Atoll, in the western Carolne Islands, was occupied by U. S. forces on 15 October. Only slight resistance was encountered. Seven of the enemy were killed and one taken prisoner.

ALLIED HEADQUARTERS, NEW GUINEA—*Celebes:* Our reconnaissance units strafed and set afire a small freighter-transport in Macassar Strait and sank two small craft near Lembeh . . . *Amboina-Ceram:* Our planes forced a small freighter aground at Besar Island, north of Ceram.

ROME, *Navy communique*—The garrison at Scarpanto, having been contained by the Greek population, two British destroyers, HMS *Terpsichore* and HMS *Cleveland*, arrived at dawn on 17 October. The naval landing party, which took over the island in the name of the United Nations, landed unopposed and received an enthusiastic welcome from the people. Scarpanto, like other islands in the Dodecanes, is former enemy territory.

On 14 October the French destroyer *La Fortune* successfully bombarded buildings housing enemy quarters and transport near the Franco-Italian frontier.

19 OCTOBER

ALLIED HEADQUARTERS, NEW GUINEA—*Mindanao:* Our patrol planes set fire to a

3,000-ton freighter in Cagayan harbor . . . *Borneo:* To the north, in Darvel Bay, a 1,000-ton freighter was left burning, another was forced aground and several luggers were damaged . . . *Celebes:* Our reconnaissance units destroyed a seaplane and a large barge in the northwestern Celebes . . . *Halmahera:* Our fighter-bombers destroyed a 1,000-ton freighter in Kau Bay and two barges in Wasile Bay. Our light naval craft destroyed two barges . . . *Ceram-Buru:* Medium and fighter-bombers, with 30 tons of bombs, destroyed two small freighters, a coastal vessel and numerous barges in sweeps over Ceram and Amboina . . . *Bismarcks-Solomons:* Our light naval units at night shelled enemy concentrations on New Ireland and Bougainville.

ROME, *Navy communique*—It is reported from the Aegean that on 15 October naval aircraft working from a force of escort carriers made low-flying attacks on enemy transport inland of Volos. Naval aircraft attacked an ammunition ship which blew up after being hit, and set a coaster on fire.

On 16 October northeast of Psathura in the northern Sporades HMS *Argonaut* sank an armed caique containing 200 enemy infantry, while the destroyer *Termagant* sank a Siebel ferry laden with valuable equipment. Some enemy survivors were rescued.

On 17 October, off Lemnos, naval aircraft destroyed six enemy craft and set a merchant vessel on fire. Between 15 and 20 smaller craft were also disposed of.

Yesterday, the garrison of Santorin to the north of Crete surrendered to HMS *Ajax*.

LONDON, *Admiralty communique*—Successful strikes were made against enemy shipping off the Norwegian coast and against enemy shore installations in the same area last Saturday and Sunday by carrier-borne aircraft of the Home Fleet. The aircraft also laid mines in Norwegian coastal waters.

In the course of these operations Avenger and Wildcat aircraft attacked a medium-sized supply ship and two antiaircraft ships in the approaches to Trondheim Fjord. Hits with bombs were obtained on the supply ship by the Avengers, while the Wildcat fighters scored repeated hits on the antiaircraft vessels, which were set on fire and left burning fiercely.

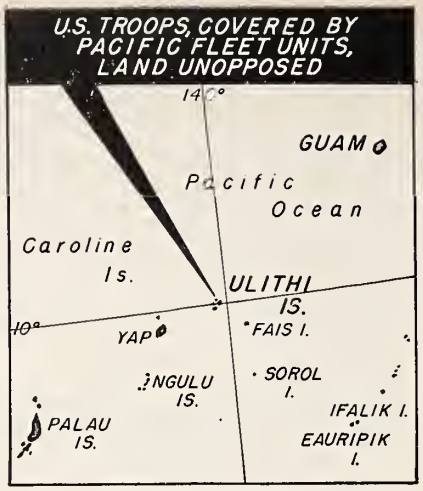
20 OCTOBER

U. S. Pacific Fleet Communique

Hellcat and Corsair fighters, Avenger torpedo planes and Helldiver bombers of the fast carrier task force, in support of the invasion of the Philippine Islands, attacked targets at Leyte, Cebu and Negros Islands on 19 October (West Longitude date). Ground installations were bombed and rocketed. The San Pablo and Dulag airfields on Leyte were attacked and direct hits were obtained on revetments and other installations. The town of Dagami was heavily pounded and a bridge was knocked out. At Cebu airfield five enemy aircraft on the ground were strafed. An afternoon fighter sweep over airfields at Negros Island found little enemy activity. There was no airborne enemy opposition during these raids. One of our fighters was shot down by antiaircraft fire. A single enemy torpedo plane was shot down in the vicinity of our surface ships.

Additional reports have been received regarding strikes by carrier aircraft which occurred on 17 and 18 October in the vicinity of Manila and in the northern part of Luzon. On 17 October a large cargo ship and a patrol vessel were sunk at Laoag Bay on Luzon's northwest coast. A landing ship, a coastal cargo ship and two luggers were probably sunk at Aparri. An escort vessel, two medium cargo ships, three small cargo ships, 16 coastal cargo ships and 28 small craft found along the Luzon coast were damaged by bombing, strafing and rocket fire. Three enemy aircraft were destroyed on the ground and extensive damage was done to ground installations. At the Laoag several barracks and fuel dumps were destroyed.

On the same day, in the vicinity of Manila, Clark, Tarlac and Mabalacat airfields were attacked. Several intercepting fighters were shot down; 119 twin-engined enemy aircraft were destroyed on the ground at Mabalacat. Ten twin-engined aircraft were destroyed on the ground at Tarlac and one at Legaspi. Aviation installations at Clark and Mabalacat Fields were bombed and rocketed. We lost two fighters in this attack.



See 17 October.

On 18 October our attacks in the Manila area continued, and Clark, Nielson, Pasig and Nichols airfields were further reduced. Seven enemy aircraft were destroyed on the ground at Nielson Field, 10 at Clark Field, four at Pasig Field and one at Angeles. An additional 26 enemy aircraft were damaged on the ground at the several fields. Only slight airborne enemy opposition was encountered in these attacks.

During the day a medium cargo ship found at San Fernando, a seaport on Lingayen Gulf, was attacked and damaged. Two barracks were destroyed at Clark Field. Three hangars were blown up at Nielson Field and two fuel dumps at Nielson Field were hit and destroyed. Extensive damage was done to dispersal areas and airport facilities in the strikes. Four of our aircraft were lost in these attacks, but the crew of one plane was rescued.

Corsairs of the 2nd Marine Aircraft Wing attacked Yap Island on 17 October and left two enemy planes on the ground afire. Gun positions south of Yap town were bombed by a single Navy Ventura search plane the same day. Liberators of the 7th AAF on the following day dropped bombs on bridges and in the town area of Yap.

On 18 October, in a night attack, the 2nd Marine Aircraft Wing's Hellcats shot up runways on Rota Island.

On 19 October Corsair fighters and Dauntless divebombers of the 4th Marine Aircraft Wing continued neutralization raids in the Marshall Islands.

GENERAL MACARTHUR'S HEADQUARTERS IN THE PHILIPPINES—In a major amphibious operation we have seized the eastern coast of Leyte Island in the Philippines 600 miles north of Morotai and 2,500 miles from Milne Bay from whence our offensive started nearly 16 months ago.

This point of entry in the Visayas is midway between Luzon and Mindanao and at one stroke splits in two the Japanese forces in the Philippines. The enemy's anticipation of attack in Mindanao caused him to be caught unawares in Leyte and beachheads in the Tacloban area were secured with small casualtics. The landing was preceded by heavy naval and air bombardments which were devastating in effect. Our ground troops are rapidly extending their positions and supplies and heavy equipment are already flowing ashore in great volume.

The troops comprise elements of the 6th U. S. Army, to which are attached units from the central Pacific with supporting elements. The naval forces consist of the 7th U. S. Fleet, the Australian squadron and supporting elements of the 3rd U. S. Fleet.

Air support was given by Navy carrier forces, the Far East Air Force and the Royal Australian Air Force.

The commander-in-chief is in personal command of the operation.

The enemy's forces of an estimated 225,000 include the 14th Army Group, under command of Field Marshall Count Terauchi, of which seven divisions have already been identified: the 16th, 26th, 30th, 100th, 102d, 103d and the 104th.

The strategic result of capturing the Philippines will be decisive. The enemy's so-called Greater East Asia Co-Prosperity Sphere will be cut in two. His conquered empire to the south, comprising the Dutch East Indies and the British possessions of Borneo, Malaya and Burma, will be severed from Japan proper. The great flow of transportation and supply upon which Japan's vital war industry depends will be cut, as will the countersupply of his forces. To the south a half million men will be cut off without hope of support and with ultimate destruction, at the leisure of the Allies, a certainty in broad strategical conception.

The defensive line of the Japanese, which extends along the coast of Asia from the Japan islands through Formosa, the Philippines, the East Indies to Singapore and Burma will be pierced in the center, permitting an envelopment to the south, and to the north either flank will be vulnerable and can be rolled up at will.

I-WITNESS

By S/Sgt. Ward Walker
Marine Corps Combat Correspondent

The Cavemen Of Peleliu

PELELIU, PALAU ISLANDS—As they did at Guam and Saipan, the Japs are fighting the marines here from the bottoms of their caves—the last desperate stratagem of a beaten soldier.

Caves big enough to hold 250 or more men, caves running for more than 100 yards inside a ridge, caves with many entrances and shelves, caves reinforced with concrete, little caves cleverly camouflaged—they've used them all with the same result: death.

They snipe at marines until they're discovered. They refuse to surrender, chatter in their native tongue, scream foul words in English. And then they die.

One Marine tank rolled up to the mouth of a cave. The snout of its artillery piece swung into the hole. Jap bullets bounced like hail off its thick sides. The piece fired shot after shot. From a camouflaged hole more than 100 yards away, smoke arose. Marine engineers with TNT blew all the openings shut, sealing the Japs inside.

At the edge of the airport during the first day's fighting, two marines were killed by Jap snipers in a cave. Leathernecks tossed in grenades. Still the Japs fired. Heavy charges of explosives were thrown in. Still the Japs fired. A flame thrower was summoned. Its scorching blast was squirted in. Two Japs broke, screaming, from another entrance to be met with rifle fire. But it took another blast from the flame thrower to kill the two who remained in the cave, which ran for 50 feet inside a low coral ridge.

One squad of assault engineers tackled a cave and wound up blasting five of them—all connected by passages—before the job was done.

Elaborate stores of food, ammunition, sake (rice wine) and clothing are found in the caves. Frequently the Japs will return to a cave within Marine lines and mine the bodies of their own dead, attaching explosives so that Marine burial details will be blown to bits when they attempt to work.

Marines, who fight to live, have difficulty understanding the psychology of men who, although obviously frightened, refuse to surrender and dig in to meet certain death.

"I'd rather take mine standing up," a bearded Marine sergeant spat in the silence that followed the whooosh of the flame thrower and the screams of the 15 Japs who died inside a large cave.

DECORATIONS AND CITATIONS

For reasons of security, the deed for which a man receives a decoration often cannot be fully described either in this section or in the actual citation which he receives. There may accordingly be reports here which do not tell the whole story.

9 Decorations Awarded To One Officer as Pilot And Air Squadron CO

Nine decorations, including the Navy Cross, four Distinguished Flying Crosses and four Air Medals, have been awarded Comdr. Norman M. Miller, USN, of Winston-Salem, N.C., who is better known in the Central Pacific as the "One-Man Task Force." His Liberator search squadron VB-109, is now in the U.S. for rest and reformation.

Records show that Commander Miller's Liberator, christened "Thunder Mug," single-handedly has sunk, probably sunk or damaged a total of 66 Japanese ships totaling about 63,850 tons. This total does not include innumerable sampans, barges and sailboats which Commander Miller was "too embarrassed" to report. He destroyed one plane in the air, four on the ground and damaged 10 others. In addition to attacks on shipping, he made 55 bombing and strafing attacks on enemy-held islands.

"Our aim was never to bring any ammunition home," he explained.

Commander Miller received the Navy Cross (photograph on page 58) for exploits on 16 May when he launched a perilous masthead attack on shipping in Truk lagoon, destroying a 10,000-ton tanker and severely damaging a 5,000-ton cargo ship. He then proceeded to Puluwat and strafed a party of Japanese, killing more than 30 men and demolishing their truck. During his attack on the radio station, a shell burst nearly demolished his cockpit and seriously wounded him and his co-pilot. Despite shock and profuse bleeding, Commander Miller flew his badly damaged plane more than 800 miles and landed safely at base.

His first Air Medal was won early in January 1944 for sinking a Jap cargo ship in the Marshalls, and his last decoration, a gold star in lieu of a fourth Distinguished Flying Cross, for destroying a 7,000-ton ship in Truk harbor on 2 June.



Gold Star in Lieu of Third

NAVY CROSS

★ Comdr. Robert J. Foley, USN, Jamaica, N. Y.: As commanding officer of a submarine, he delivered smashing torpedo attacks against escorted Japanese shipping and, by the bold and effective use of his deck guns, destroyed four enemy ships, including one heavily armed merchantman. He sank six ships and severely damaged another during this hazardous patrol.



Gold Star in Lieu of Second

NAVY CROSS

★ Comdr. Samuel D. Dealey, USN, Dallas, Tex.: As commanding officer of a submarine on patrol in the Pacific war area, he pressed home a series of vigorous attacks in dangerously shallow water, and sank an important amount of hostile shipping and damaged a Japanese trawler.

★ Comdr. Andrew J. Hill, USN, Poplar Bluff, Mo.: While commanding officer of a warship on the night of 17-18 August 1943 when a Japanese force of four destroyers and a large number of landing barges attempted to reinforce garrisons in the Vella Lavella-Kolombangara area, he led his ship and a task force in a brilliant interception of the Jap vessels. He fought his ship gallantly and contributed to the destruction of two destroyers, severe damage to a third and the annihilation of many landing barges.

★ Comdr. Donald J. MacDonald, USN, New York, N. Y.: When a Japanese force of four destroyers and numerous landing barges endeavored to reinforce enemy garrisons in the Vella Lavella-Kolombangara area on the night of 17-18 August 1943, he led the USS *O'Bannon* in a brilliant interception of the enemy vessels. His ship contributed to the destruction of two destroyers, severe damage to a third and the annihilation of many landing barges.

★ Lt. Comdr. Roy M. Davenport, USN, Kansas City, Kans.: As commanding officer of a submarine during a successful war patrol, he made a series of persistent attacks which resulted in the sinking or damaging of much Japanese shipping. He brought his ship through many perilous encounters without material damage or loss of life.



NAVY CROSS

★ Rear Admiral Daniel E. Barbey, USN, Portland, Oreg.: As commander of Amphibious Force, Seventh Fleet, during attacks on Lae and Finschhafen on 4 and 22 September 1943, he personally led his forces to the beachheads under relentless air attacks. He directed the brilliantly executed landings which ultimately resulted in victory to our forces.

★ Capt. James A. Hirshfield, USCG, Bethesda, Md.: As commanding officer of the Coast Guard cutter *Campbell*, he surprised a hostile U-boat on the surface and destroyed it with a fierce attack by depth charges and point-blank fire. Although painfully wounded by shell splinters, he remained in command throughout the action and during the subsequent period when the *Campbell* was being towed to port.

★ Capt. Frank R. Walker, USNR, Long Beach, Calif.: As commander of a destroyer squadron off Vella Lavella on the night of 6-7 October 1943, he closed to 7,000 yards and engaged nine enemy ships with his three destroyers. When some of his own vessels were severely damaged in the furious battle and forced to withdraw, he continued directing the efforts of his own destroyer until heavy damage forced it to retire. His brilliant leadership

3 Patrol Squadrons and Demolition Unit Cited

For outstanding performance above the normal call of duty, Patrol Squadrons 11, 34 and 52 and a Navy Combat Demolition Unit have been awarded the Presidential Unit Citation.

The patrol squadrons pioneered in changing defensive searches into a bold and powerful offense and in utilizing the full potentialities of the PB4Y seaplane and its equipment. Pilots conducted daring, lone patrols regardless of weather in the area of the Bismarck Sea from 15 September 1943 to 1 February 1944. Their attacks inflicted substantial damage on the Japanese shipping and denied the enemy the sea route between New Ireland and New Britain, thus preventing the reinforcing of important Japanese bases.

The Navy Combat Demolition Unit of Force "O" was cited for clearing lanes on the heavily mined Normandy shoreline for a landing force of Allied troops on 6 June 1944. Its members landed with the first wave under devastating enemy artillery and machine-gun fire. With the force seriously depleted by 41% casualties, the remaining officers and men blasted five gaps through enemy obstacles and within two days sapped over 85% of the area of German-placed traps.



Official U. S. Navy photograph

Secretary of the Navy Forrestal presents Presidential Unit Citation to Lt. Comdr. Joseph H. Gibbons Jr., USNR, CO of Navy Combat Demolition Unit.

NAVY CROSS AWARDS



Daniel E. Barbey
Rear Admiral, USN



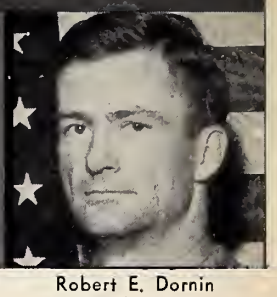
James A. Hirshfield
Capt., USCG



Frank R. Walker
Capt., USN



Samuel D. Dealey
Comdr., USN



Robert E. Dornin
Comdr., USN



Walter G. Ebert
Comdr., USN



Robert J. Foley
Comdr., USN



Andrew J. Hill
Comdr., USN



Benjamin Katz
Comdr., USN



D. J. MacDonald
Comdr., USN



Norman M. Miller
Comdr., USN



Carter L. Bennett
Lt. Comdr., USN



Allen L. Seaman
Lt. Comdr., USN



Douglas C. Davis
Lieut., USNR



John O. Parrott
Lt. (jg), USNR



Brady L. Bryan
CMM, USN



J. W. Thomason
CCSt, USNR

Photographs not available of Comdr. Ian C. Eddy, USN; Comdr. Richard W. Peterson, USN; Lt. Comdr. Roy M. Davenport, USN.

NAVY CROSS cont.

contributed to the success of his squadron in sinking one or more Jap ships and the damaging of three others, and the frustrating of an important enemy mission.

★ Comdr. Robert E. Dornin, USN, San Francisco, Calif.: As commanding officer of a submarine during a successful war patrol in the Pacific, he pressed home a series of vigorous attacks which resulted in the sinking or damaging of considerable enemy shipping, and brought his ship home without material damage or loss of life.

★ Comdr. Walter G. Ebert, USN, Parkersburg, W. Va.: As commanding officer of a submarine on its fourth war patrol, he directed her fire with accuracy and splendid timing, causing the complete destruction of two valuable Jap ships and a probable third.

★ Comdr. Ian C. Eddy, USN, Washington, D.C.: As commanding officer of a submarine, he engaged in an aggressive and successful patrol against Japanese shipping in the Pacific war area. Although operating against heavily escorted units, he launched a series of daring night surface attacks which sank or damaged much hostile shipping.

★ Comdr. Benjamin Katz, USN, Cambridge, Mass., and Comdr. George R. Wilson, USN, Tallula, Ill.: As commanding officers of two warships in the Solomons, they intercepted a Japanese force of four destroyers and a large number of landing barges which was attempting to reinforce garrisons in the Vella Lavella-Kolombangara area on the night of 17-18 August 1943. They routed the enemy, contributed to the destruction of two destroyers, severe damage to a third and the annihilation of a number of barges, and brought their vessels through the engagement unscathed.

★ Comdr. Richard W. Peterson, USN, Spokane, Wash.: As commanding officer of a submarine while she was engaged in a successful patrol against Japanese shipping in the Pacific, he pressed home a series of attacks which resulted in sinking or damaging an important amount of hostile shipping.

★ Lt. Comdr. Carter L. Bennett, USN, Nashville, Tenn.: As commanding officer of a submarine in enemy-controlled waters, he fought his ship with tactical skill and succeeded in sinking or damaging an important amount of Japanese shipping.

★ Lt. Comdr. Allen L. Seaman, USNR, Madison, Conn. (missing in action): While piloting a Liberator in the vicinity of New Guinea on 1 May 1944, he made repeated daring strikes against Japanese bases and shipping and destroyed a large transport vessel and a 100-foot sampan. Forced into a crash landing, he displayed brilliant airmanship and was able to save the lives of several of his crew.

★ Lieut. Douglas C. Davis, USNR, Webster Graves, Mo.: As commander of a patrol plane operating in the Solomon Islands and the Bismarck Archipelago areas from 1 Nov. 1943 to 24 March 1944, he carried out repeated combat missions during which he destroyed six float planes, a large fuel dump and a vessel, severely damaged harbor facilities, four barges and a building, and silenced an antiaircraft gun position. On 7 November he attacked a hostile convoy in the face of heavy antiaircraft fire and fighter opposition and probably destroyed two Jap planes.

★ Lt. (jg) John O. Parrott, USNR, Pasadena, Tex.: Serving as first lieutenant of the USS *Corry* when it was sinking under the gunfire of shore batteries near the coast of France, he went down into the forward fireroom of the ship to rescue a watertender trapped under the grating of the upper level. Although the fireroom was filled with live steam, he went under the grating and pulled the man to safety.

★ Brady L. Bryan, CMM, USN, Huntington, Tex.: When the USS *Meredith* was shattered by an underwater explosion during the assault on France,

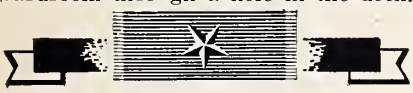
ADMIRAL MITSCHER HONORED: A gold star in lieu of a second Distinguished Service Medal was presented recently to Vice Admiral Marc Mitscher, USN, by Admiral Chester W. Nimitz, USN, comamnder-in-chief of the Pacific Fleet. Admiral Mitscher received the award for his outstanding service in the invasion of Eniwetok, in the Marshalls. He commanded the fast carrier task force which supported the landings and later destroyed 402 Jap planes in a single day's action on 18 June.



he was in charge of the watch in the after engine room. After leaving the engine room he learned that 12 men of his watch were still below in a compartment flooded to within four feet of the overhead. Disregarding his own safety, he went below and rescued four badly injured members of the crew who otherwise would have gone down with the ship.

★ J. W. Thomason, CCS, USNR, Los Angeles, Calif.: Volunteering as a member of a rescue team, he fought his way through the breakers off an enemy-held island to rescue an aviator whose plane had been shot down. He accomplished the rescue under sniper fire and knowing that unforeseen circumstances might have resulted in the abandonment of the entire rescue party.

★ Charles W. Savitz, AM2c, USN, Tekoa, Wash. (missing in action): Severely wounded when the USS *Liscome Bay* was struck by a torpedo off Makin Island, he refused medical attention. In the face of continuous ammunition explosions and raging fires, he lay on the hangar deck and assisted in pulling trapped men out of the wardroom through a hole in the deck.



Gold Star In Lieu of Second
LEGION OF MERIT

★ Rear Admiral Lyal A. Davidson, USN, Washington, D. C.: As commander of a task force during the invasion of Italy, he directed the gunfire of his force with superb skill and determination, destroying enemy gun emplacements, disrupting communications and dispersing hostile tank formations. He greatly assisted the Allied armies in the initial seizure of beachheads and their advance into enemy territory.

★ Capt. Jerauld Wright, USN, Washington, D. C.: An assistant chief of staff of the Commander U. S. Naval Forces, Northwest African Waters, he worked tirelessly in drawing up plans for the landing of U. S. forces in Italy and Sicily. His sound judgment, leadership and skillful execution of the tasks involved were major factors in the success of our invasion forces.

★ Comdr. Joseph C. Clifton, USN, Paducah, Ky.: As commander of the combined air groups during joint U. S. and British operations against Japanese bases in the Netherlands East Indies, he skillfully planned, led and coordinated attacks on Sabang, Sumatra and Soerabaja, Java. He personally accounted for two grounded planes, damaged two others and shot one out of the sky and obtained valuable photographs of the target regions.

PLANNED KWAJALEIN ASSAULT: Rear Admiral Richard L. Conolly, USN, Commander, Group 3, 5th Amphibious Force, has received the Distinguished Service Medal for brilliant initiative, sound judgment and forceful leadership in planning and executing the attack on northern Kwajalein Atoll in the Marshalls. The medal was presented by Vice Admiral John H. Towers, USN, deputy commander-in-chief of the Pacific Fleet and Pacific Ocean Areas.





LEGION OF MERIT

★ Rear Admiral Claud A. Jones, USN, Washington, D. C.: While associated with the Navy war production program since its inception in June 1940, he has launched and expedited production in the greatest naval shipbuilding project in the nation's history. Challenged by many difficult organizational problems, he has made his decisions with courage and followed them through with sound business judgment.



Adm. Jones

★ Rear Admiral Frank J. Lowry, USN, Cresco, Iowa: As Commander, Moroccan Sea Frontier, he was responsible for the protection of Allied air, land and sea forces in the Mediterranean from enemy submarine and air attacks. As commander of a task force supporting the inland advance of the 5th Army in Italy, he exercised great resourcefulness in directing the routing and unloading of maintenance convoys over the beaches of Salerno.

★ Commodore Leonard Doughty, USN (Ret), San Antonio, Tex.: As Commander, Naval Advance Bases, prior to and during the invasion of Sicily, he organized the advance base group into such efficient units that they were able to enter assigned ports with the occupying troops, overcome all difficulties and immediately operate the ports as naval bases.

★ Commodore Campbell D. Edgar, USN, Cazenovia, N. Y.: As commander of transports of a task force during the invasion of Sicily, he meticulously planned and directed all preparatory training and developed the transport group into a powerful fighting unit. Under his leadership, troops were landed expeditiously on enemy beaches despite severe opposition.

★ Capt. Albert F. France, Jr., USN, Annapolis, Md.: As commanding officer of a warship, he took part in the occupation of Kiska and Attu and the cruiser-destroyer action south of Kiska on the night of 25-26 July 1943. He contributed essentially to the success of these actions and the subsequent capture of Makin and the raid on the Kwajalein group of the Marshalls.

★ Capt. Mays L. Lewis, USN, Norfolk, Va.: As chief of staff of an amphibious task force prior to and during the invasion of Sicily, he displayed ability and sound judgment in organizing the training programs preparatory to the assault. During the invasion his leadership and energy contributed in large measure to the success of the landings.

★ Capt. Stuart S. Murray, USN, Kenefic, Okla.: As chief of staff for the Commander Submarine Force, Pacific Fleet, from 1 May to 16 November 1943, he planned and executed the extensive submarine operations in Japanese-controlled waters, and contributed in large measure to the efficient performance of the units under his command in inflicting a tremendous amount of damage on the enemy.

★ Capt. Antonio S. Pitre, USN, Seymour, Conn.: While attached to the Mare Island Navy Yard, he directed the research work of the paint laboratory in developing anti-fouling ship bottom compositions which were far superior to all former paints, eliminated the necessity for using a strategic and extremely expensive material, and effected an enormous saving in fuel oil.

★ Capt. Lewis L. Strauss, USNR, New York, N. Y.: As assistant chief of the Office of Procurement and Material for industrial readjustment, he skillfully supervised formulation of policies on contract termination and disposal of surplus Navy properties. He developed a Navy staff capable of handling the many problems incident to carrying out the termination program.

★ Capt. Philip P. Welch, USN, Annapolis, Md.: As commanding officer of the USS *Thomas Jefferson* during the invasion of Sicily, he gallantly fought his ship through repeated bombing attacks and effected the landing of embarked troops and equipment with marked efficiency. Upon completion of these operations, he retired from the combat area without damage to his vessel.

LED AMPHIBS AT TARAWA: For exceptionally meritorious service as commander of the naval attack forces prior to and during the operations against Tarawa, Eniwetok, Apamama and Majuro Atolls from 19 Sept. 1943 to 12 March 1944, Rear Admiral Harry W. Hill, USN, received the Distinguished Service Medal in ceremonies at Pearl Harbor. The presentation was made by Admiral Chester W. Nimitz, USN, commander-in-chief of the Pacific Fleet on 26 August 1944.



LEGION OF MERIT cont.

★ Capt. John E. Wood, (SC) USN, Philadelphia, Pa.: As supply officer, Commander, Air Force, U. S. Atlantic Fleet, he planned and supervised the outfitting of many carriers and air groups with aeronautical material and spare parts. The effective system of replacement was to a large extent responsible for the high degree of operational readiness maintained for all planes attached to Atlantic Fleet carriers.



Capt. Wood

★ Comdr. Harry R. Carson Jr., USN, Kaufman, Tex.: Obtaining permission to make a landing behind enemy lines at Guadalcanal on the night of 30 January 1943, he effected the perilous landing and successfully evacuated by boat an isolated Army platoon, under intense fire of both friendly and hostile forces.

★ Comdr. Joseph C. Clifton, USN, Paducah, Ky.: Leading and coordinating the operations of combined British and U. S. air groups in two hazardous attacks on enemy bases at Sabang, Sumatra, and Soerebaja, Java, on 19 April and 17 May 1944, he enabled his airmen to destroy or inflict heavy damage on important ships and shore installations. He personally accounted for two grounded planes, damaged two others and shot one out of the sky, besides obtaining valuable photographs of the target areas.

★ Comdr. Ralph R. Curry, USCG, Alexandria, Va.: As commanding officer of the USS *Pride* off the Algerian coast on 4 May 1944, he maneuvered his ship skillfully in the search for an enemy U-boat and the delivery of a successful depth-charge attack. His relentless attack contributed materially to the sinking of the submarine.

★ Comdr. Royce L. Gross, USN, Bayside, N. Y.: As commanding officer of a submarine during a war patrol in the Pacific, he pressed home a series of attacks which resulted in the sinking or damaging of an important amount of hostile shipping.

★ Comdr. Joseph B. Tibbets, USN, Winter Haven, Fla.: As commander of Patrol Squadron 94 in the North Atlantic from 14 January to 12 November 1943, he displayed intelligence and resourcefulness in organizing and training the various crews for maximum combat efficiency. His leadership contributed to the success of his squadron in destroying three U-boats.

★ Comdr. Delos E. Wait, USN, El Dorado, Ark.: As executive officer of the USS *Block Island* when she was sunk on 29 May 1944, he inspected damaged areas, decided on appropriate damage control measures, and designated personnel to effect repairs. But for his initiative and prompt action, about 75 men would have been trapped and probably killed or seriously injured in the final explosion.

★ Lt. Comdr. George D. Hoffman, USN., Washington, D. C.: As commanding officer of the USS *Corry* during action against a U-boat in March 1944, he furnished vital information which assisted a more favorably situated companion ship in making damaging attacks. When depth charges forced the damaged submarine to the surface, many hits from the *Corry* contributed to its destruction.

★ Lt. Comdr. Robert Wilcox, USCG, Delano, Fla.: As commanding officer of a destroyer escort, he established contact with a U-boat and immediately commenced an attack. The first depth-charge pattern straddled the sub and forced it to the surface out of control. Effective gunfire and a final ramming attack by another destroyer escort completed the submarine's destruction.

★ Lt. Comdr. Joseph W. Williams, Jr., USN, Martinsville, Ind: As commanding officer of a submarine engaged in a war patrol against Japanese shipping, he displayed exceptional determination and skill in launching a series of attacks which sank or damaged considerable enemy shipping.

★ Lt. Comdr. Darrell A. Stratton, USN, Mobile, Ala.: As commanding officer of the *LST 338* during the invasion of Sicily, he expertly directed the construction of a pontoon causeway for the disembarking of troops and vehicles in the face of severe enemy opposition, and calmly completed unloading despite heavy artillery fire.

★ Lt. Comdr. Carl U. Peterson, USCG, Newtonville, Mass. (posthumously): As commanding officer of the USCGC *Escanaba*, he proceeded through heavy seas in total darkness to rescue survivors of a U. S. transport which was torpedoed and sunk on 3 February 1943. Although under imminent danger of enemy attack, he took measures which resulted in the rescue of 133 men from the sea.

★ Lt. Comdr. Albert H. Clark, USN, Orinda, Calif. (missing in action): While commanding a submarine during a war patrol in the Pacific war area, he executed a skillful and deadly attack which destroyed an enemy craft. He brought his ship and crew home without material damage or loss of life.

★ Lt. Comdr. Ivan Monk, USNR, Moultrie, Ga.: As engineer officer of the USS *Blakeley* when she was torpedoed off Fort de France, Martinique, on 25 May 1942, he skillfully directed and supervised the work of restoring the engineering plant to normal operation. When all hands believed the vessel to be in a sinking condition, he was instrumental in saving the *Blakeley* and in enabling her to proceed to port under her own power.

★ Lieut. Charles L. Haslup, USN, San Diego, Calif.: As commanding officer of the *LST 312* during the invasion of Sicily, he continued to direct the unloading of the craft's cargo while his beached ship was subjected to repeated divebombing attacks and heavy artillery fire. He supervised temporary repairs until the vessel could be refloated, and immediately set out on additional trips between base and landing beaches.

★ Lieut. John R. Herbert, USNR, St. Louis, Mo.; Lieut. Cecil L. Moyes, USNR, Union Star, Mo., and Lt. (jg) Andrew J. Riley, USNR, Charleston, S. C.: As officers-in-charge of pontoon causeway platoons during the advanced landings at Anzio-Nettuno, they efficiently directed the assembly and operations of their causeways in the unloading of landing ships over the assault beaches. They developed improvements in operating technique which greatly facilitated the disembarkation and the movement of equipment and supplies to the advancing ground units.

★ Lieut. Lyman C. Millard, Jr., USNR, Norfolk, Va.: As radio material officer of the staff of a task force commander during the amphibious invasions of French Morocco, Sicily and Italy, he planned in detail for the communication material requirements of the combat loaded transports and cargo ships and personally supervised the installation of equipment. During the assaults he demonstrated aggressive leadership in supervising the duties of radio personnel.

★ Lieut. John C. Wilmerding, USNR, Old Westbury, N. Y.: As gunnery and executive officer of the USS *Buchanan* during the initial occupation of Guadalcanal, he directed the gunfire of his ship with devastating effectiveness in support of the Marine landing forces. His leadership and skill during these critical operations contributed substantially to the heavy damage inflicted on Jap aircraft, surface vessels and shore installations.

★ Carpenter Alfred F. Allison, USNR, Denver, Colo.: As senior platoon petty

COORDINATED AERIAL ASSAULT: Capt. Richard F. Whitehead, USN, of Chicago, Commander, Support Aircraft, Pacific Fleet, has been awarded the Legion of Merit for outstanding performance of duty in coordinating the aerial asault against Roi and Namur Islands in the Marshalls campaign. Vice Admiral John H. Towers, USN, deputy commander - in - chief of the Pacific Fleet, made the presentation.





Official U. S. Navy photograph

MARINE GENERAL DECORATED: The Legion of Merit is pinned on Maj. Gen. Ross E. Rowell, USMC, by Admiral Chester W. Nimitz, USN, commander-in-chief of the Pacific Fleet, at his Pearl Harbor headquarters. General Rowell was decorated for outstanding service and steadfast devotion to duty as commanding general of Marine aviation in the Pacific. He now heads U. S. air mission to Peru.



Official U. S. Navy photograph

MAINTAINED MARINE DEFENSES: Brig. Gen. LeRoy P. Hunt, USMC, was presented the Legion of Merit recently at Pearl Harbor by Admiral Chester W. Nimitz, USN, commander-in-chief of the Pacific Fleet. The award was for meritorious conduct as Commanding General, Marine Garrison Forces, 14th Naval District, and for maintaining Marine defenses of Midway, Johnston and Palmyra Islands.

officer of his pontoon causeway group during landings in the Anzio-Nettuno area, he assisted with great skill and energy in the operation of the causeways to unload assault ships in support of the advancing ground units. When his causeways were bombed and strafed, disrupting unloading activities, he calmly and efficiently reorganized his unit and quickly resumed these vital operations.



Gold Star in Lieu of Second
SILVER STAR MEDAL

★ Comdr. William S. Post Jr., USN, Palo Alto, Calif.: As commanding officer of a submarine during a successful patrol against Japanese shipping, he pressed home a series of daring and skillful attacks which sank or damaged considerable enemy shipping.

★ Lt. Comdr. Merrill K. Clementson, USN, Washington, D. C.: While commanding a submarine in enemy-controlled waters, he contributed to the sinking of an important amount of Japanese shipping, including a destroyer of the Fubuki class.

★ Lt. Comdr. (then Lieut.) Charles C. Hartigan, Jr., USN, Edgewater, Md.: As gunnery officer aboard a warship protecting a convoy in the Solomons on 15 August 1943, he directed his gunners in repelling a formation of Japanese planes which made four level and divebombing attacks on our vessels. For 15 hours he fought off the enemy, destroying three planes, damaging several others and completely routing the attackers without damage to his ship or the convoy.

★ Lt. Comdr. Frederick E. Janney, USN, Winnetka, Ill.: As fire control officer and assistant approach officer in a submarine, he used his thorough knowledge of fire control and rendered invaluable aid to his commanding officer in conducting determined attacks which resulted in the destruction of an important amount of enemy shipping.

★ Lt. Comdr. Walter L. Small Jr., USN, Elizabeth City, N. C.: As torpedo data computor operator aboard a submarine during a successful patrol in the Pacific, he rendered invaluable assistance to his commanding officer in a series of attacks which resulted in the sinking or damaging of a large amount of Japanese shipping.

★ Lt. Comdr. Paul C. Stimson, USN, Santa Monica, Calif.: As executive officer of a submarine in the Pacific area, he skillfully performed his duties throughout a series of attacks which resulted in sinking or damaging an important amount of hostile shipping.

AWARDED THIRD MEDAL: The Bronze Star Medal has been awarded to Rear Admiral John J. Ballentine, USN, of Hillsboro, Ohio, for outstanding performance of duty as Deputy Commander Air Force, Pacific Fleet. He had previously won the Silver Star Medal and the Legion of Merit for distinguishing himself in combat while commanding officer of an Essex-class carrier in the Central and South Pacific.





SILVER STAR MEDAL

★ Capt. Robert M. Smith, USN, Hagerstown, Md. (posthumously): As commanding officer of the USS *Joseph Hewes* when she was torpedoed and sunk off Fedala, French Morocco, he displayed exceptional heroism when efficient direction and control meant the saving of many lives. The calm, inspiring manner in which he spoke to his men as he ordered them overboard gave confidence, courage and hope.

★ Comdr. Barry K. Atkins, USN, Old Lyme, Conn.: As commander of Motor Torpedo Boat Squadron 8 and commanding officer of advanced bases from February to October, 1943, he prepared detailed plans for nightly missions and executed his duties so effectively that resupply of enemy positions was materially reduced. During two engagements with Japanese barges, he succeeded in sinking 11.

★ Comdr. Frederick J. Becton, USN, Hot Springs, Ark., and Lieut. Peter T. Kroeger, Jr., USNR, New Brunswick, N. J.: On the staff of a destroyer squadron during night engagements with enemy surface forces in the Solomons, they assisted their squadron commander in attacks in which several enemy ships were sunk and many damaged. Later their flagship led a destroyer division against an attacking force and assisted in sinking two destroyers, severely damaging a third, and annihilating a number of landing barges.

★ Comdr. Thomas C. Green, USN, Sioux City, Iowa: As commander of a task unit of LSTs during the assault on Lae, he led the second echelon and fought off an attack by 18 Jap planes, inflicting severe damage on the enemy with minimum damage to his own command. When his flagship was disabled he transferred to another vessel, unloaded and withdrew his forces on schedule.

★ Comdr. (now Capt.) Joseph H. Nevins Jr., USN, New York, N. Y.: As commanding officer of a destroyer during the occupation of the Gilberts and Marshalls, he fought his ship boldly in the face of severe aerial attacks. During an attack on the Marshalls his ship withstood continuous night attack for more than seven hours and retired from the engagement undamaged.

★ Comdr. Royal L. Rutter, USN, Vallejo, Calif.: As commanding officer of a submarine during an aggressive and successful patrol against Japanese shipping in the Pacific, he pressed home a series of courageous and skillful attacks which resulted in the damaging of an important amount of enemy shipping.

★ Lt. Comdr. Philip A. Beshany, USN, Brooklyn, N. Y.: As engineering and diving officer aboard a submarine during the vessel's first three war patrols, he executed his tasks with ability and inspiring calmness and contributed to the sinking of an important amount of Japanese shipping.

★ Lt. Comdr. John Harllee, USN, Washington, D. C.: As commanding officer of *PT 12*, he completed 34 combat patrols against Japanese barge traffic along the north coast of New Guinea and western New Britain, destroyed one 125-foot lugger, one torpedo boat and nine barges, and damaged two barges and one enemy plane. On 10 September 1943, he led two PT-boats close ashore into the face of 3-inch gunfire from shore batteries at Blucher Point, New Guinea, and sank three Japanese barges and damaged a fourth.



Lt. Comdr. Harllee

★ Lt. Comdr. Roger M. Keithly, USN, Huntington Park, Calif.: As assistant approach officer aboard a submarine during a successful patrol against Japanese shipping, he displayed expert knowledge of torpedo fire and rendered great assistance to his commanding officer in sinking or damaging an important amount of enemy shipping.

★ Lt. Comdr. Gerald L. Ketchum, USN, Bellingham, Wash.: As commanding officer of a warship which was screening a convoy of landing craft on 22 September 1943, he fought off a vicious attack by 10 enemy torpedo planes. Through his able direction of maneuvering and fire, he avoided two torpedoes, shot down one plane and assisted in the destruction of another.

★ Lt. Comdr. George H. Laird Jr., USN, Washington, D. C.: As executive officer, navigator and data computer aboard a submarine during her first three war patrols, he executed his many tasks with outstanding ability. He rendered invaluable assistance to his commanding officer in the sinking of an important amount of Japanese combatant and merchant shipping.

★ Lt. Comdr. Edward P. Madley, USN, Coronado, Calif.: As assistant approach officer in a submarine during a successful war patrol in the Pacific, he displayed sound judgment and exceptional resourcefulness in assisting his commanding officer in a series of

daring attacks which resulted in the sinking or damaging of much enemy shipping.

★ Lt. Comdr. Franklin D. Roosevelt Jr., USNR, Hyde Park, N. Y.: When bomb fragments and flying shrapnel wounded two men on the bridge of his ship in the harbor of Palermo, Sicily, on the night of 1 August, 1943, he disregarded his own danger in order to administer first aid. During the height of the attack he carried the most critically injured of the men down the ladders from the bridge to the nearest battle dressing station.

★ Lt. Comdr. John S. Schmidt, USN, St. Joseph, Mo.: As assistant approach officer aboard a submarine, he rendered invaluable assistance to his commanding officer in a series of vigorous raids which resulted in the sinking or damaging of much Japanese shipping.

★ Lieut. Ernest C. Arbuckle, USNR, San Francisco, Calif.: While commanding three PT-boats off Cape Orlando, Sicily, he encountered a group of F-lighters transporting supplies to enemy forces. He led his boats in a highly effective torpedo and gunfire attack and, although seriously wounded, continued to direct the engagement until he collapsed when the boats returned to port.

★ Lieut. John S. Baylis Jr., USNR, New York, N. Y.: As commanding officer of *PT 143* during an offensive patrol along the northern coast of New Guinea on 29 July 1943, he engaged three Japanese barges and assisted in sinking all three of the enemy craft. On two other occasions he contributed to the sinking of two barges and the damaging of two others.

★ Lieut. Edward R. Bergin Jr., USN, Derby, Conn.: As commanding officer of a PT-boat on 15 February 1943, he led his ship into combat with six enemy vessels and assisted in sinking three and damaging three others. On two other occasions he contributed to the sinking of six Japanese barges.

★ Lieut. John L. Carey, USNR, Mercer Island, Wash.: Leading his PT-boat into action against a large formation of enemy vessels on 28 July 1943, he assisted in sinking six and damaging several others, despite poor visibility and fierce resistance. On two other occasions he contributed to the sinking of four barges and the damaging of another.

★ Lieut. George E. Cookman, USNR, Englewood, N. J. (posthumously): As executive officer of a PT-boat squadron and commanding officer of a group of these boats, he attacked two large, well-armed barges and scored many hits on them in the face of their determined fire. Then circling and reversing his course, he led his PT group between them and pressed home his attack on one barge at very close range. Although killed during this fierce engagement, he had insured the probable destruction of both enemy craft.

★ Lieut. Francis J. Doerfler, USNR, New York, N. Y.: Serving as torpedo data computer operator aboard a submarine, he rendered invaluable assistance to his commanding officer by his thorough knowledge of fire control equipment and his accuracy in interpreting attack data.

★ Lieut. Edwin A. Dubose, USNR, Fort Worth, Tex.: In command of three PT-boats off Cape Milazzo, Sicily, on 16 August 1943, he intercepted two enemy E-boats attempting to attack our landing ships and forced them to abandon their objectives and employ drastic evasion tactics to avoid complete destruction. His skill in screening our forces contributed materially to the success of subsequent amphibious landings.

★ Lieut. Wallace H. Garrett Jr., USN, Portsmouth, N. H.: As gunnery officer of a warship during the occupation of Rendova, he stood in an exposed position and directed his fire with utmost accuracy, silencing enemy installations and destroying bivouac areas, fuel and ammunition dumps and airfield facilities. As the result of training he had given his men, the crew of the main battery came through the bombardment of the Munda area without a casualty.

★ Lieut. Russell E. Hamachek, USNR, Manitowoc, Wis.: As commanding officer of *PT 150* during patrols against Japanese barge traffic along the northern coast of New Guinea, he assisted in sinking five of the enemy craft on 20 July 1943. Braving intense enemy counterfire on two later occasions, he helped sink one barge and probably destroy another.

★ Lieut. Robert Homans, USNR, Boston, Mass., Lieut. James L. McClure, USNR, Shawnee, Okla., and Lieut. Peter L. Vander Jagt, USNR, Grand Rapids, Mich.: As boat division officers during the amphibious invasions of Lae and Finschhafen, they personally led the assault waves of landing craft from their ship to the beach and, despite bitter enemy resistance from machine guns and mortars on the shore, made each landing on schedule at the designated points without the loss of a single craft.

★ Lieut. Donald M. Kable, USN, Kansas City, Kans.: As assistant approach officer and later diving officer aboard a submarine during numerous patrols in the Pacific, he displayed great knowledge and sound judgment in assisting his commanding officer during attacks in which an important amount of Japanese shipping was damaged.

★ Lieut. Francisco H. McAdoo Jr., USNR, Greenwich, Conn.: As commanding officer of a PT-boat off the northern coast of New Guinea, he led his ship into combat with six Japanese barges on 16 March 1943 and assisted in sinking all six craft. On two later occasions he contributed to the destruction of three barges and the probable destruction of three others.

★ Lieut. Montrose G. McCormick, USN, Hollywood, Calif.: As torpedo data computor operator aboard a submarine during numerous war patrols, he calmly and accurately analyzed vital attack data, thereby rendering invaluable assistance to his commanding officer in the sinking or damaging of considerable Japanese shipping.

★ Lieut. Robert B. Reade, USNR, Rye, N. Y.: As commander of *PT 203* off Kelibia Roads, Tunisia, when a grounded Allied ship was set afire by her own crew to prevent capture, he entered the enemy-held harbor and maneuvered his small craft close to the blazing vessel to rescue survivors in the water. Although subjected to determined rifle fire from the shore, he successfully completed the rescue activities and eluded the enemy.



Aorta (Naval Hospital, Long Beach, Calif.)

". . . you apply it thus."

★ Lieut. Lawrence Savadkin, USNR, Forest Hills, N. Y.: Although seriously wounded when his ship was severely damaged by hostile bombers off Palermo, Sicily, on 26 July 1943, he conducted a thorough inspection of flooded compartments. Quickly establishing the extent of damage, he directed necessary measures to effect repairs, thereby contributing materially to the saving of his ship.

★ Lt. (jg) James W. Emmons, USNR, Lawrenceville, Ill.: While commanding *PT 149*, he led his ship against a large formation of enemy barges along the northern coast of New Guinea on 28 July 1943 and assisted in sinking six of the craft and damaging several others. On another occasion he assisted in sinking four more.

★ Lt. (jg) Benjamin W. Haseltine Jr., USNR, Pittsburgh, Pa.: As commanding officer of the *LCT (5) 380* during heavy attacks by Japanese divebombers at Arawe, he put up a heavy volume of antiaircraft fire while the vessel was broached on the beach. After 14 hours of recurring attacks, he succeeded in getting the craft clear of the beach and returned without assistance to safety.

★ Lt. (jg) John K. Hayes, USNR, St. Louis, Mo.: In charge of a battery on an LST during the assault on Lae, he remained at his battle station when hostile planes strafed the ship and, although seriously wounded, continued to direct the fire of his gun until the Japanese were forced to retire.

★ Lt. (jg) Joseph F. Keefe, USNR, Washington, D. C.: In command of an LCI during the assaults on Humboldt Bay, Wakde and Biak, he maneuvered his ship in a courageous manner and strafed enemy shore positions at close range with automatic weapons. During the assault on Wakde, he interposed his ship between enemy gun positions and the leading waves of the landing force while under heavy enemy gunfire, thereby minimizing casualties and material damage to our forces.

★ Lt. (jg) John H. Kistler, USNR, Jenkintown, Pa.: As commanding officer of the USS *C-9477*, assigned to aircraft rescue duty from 30 June to 27 July 1943, he made routine patrols between Rendova Island and Munda and skillfully rescued 14 airmen and returned two others to duty. When a stranded comrade was sighted on Kundukundu Island on 26 July, he deliberately drew the fire of enemy shore batteries to protect the dinghy which was proceeding with the rescue operations.

★ Lt. (jg) Herbert P. Knight, USNR, Wichita, Kans.: Leading his PT-boat into combat against four enemy barges off the northern coast of New Guinea on 27 July 1943, he assisted in sinking all four. Later, he contributed to the sinking of six more Japanese barges.

★ Lt. (jg) Thomas J. Morissey, USNR, Racine, Wis.: In command of an LCI rocket ship during amphibious assaults at Humboldt Bay, Wakde Island and Biak Island, he courageously strafed enemy shore positions at close range with automatic weapons. He minimized casualties and material damage to our forces at Wakde by interposing his ship between enemy gun positions and the leading waves of the landing force while under heavy gunfire.

★ Lt. (jg) Richard H. O'Brien, USN, Vandergrift, Pa.: While in command of two PT-boats in the Gulf of Eufemia, Italy, on the night of 29 July 1943, he encountered an enemy convoy of two F-lighters escorted by four E-boats. Despite the heavy odds, he delivered a furious close-range torpedo and gunfire attack which resulted in the severe damaging of several ships and the probable sinking of another.

★ Lt. (jg) Frank J. Wenter, USNR, Evanston, Ill.: As boat wave commander during the invasion of Lae and Finschhafen, he personally led the assault waves of landing craft from his ship to the beach and, despite bitter enemy resistance from machine guns and mortars, made each landing on schedule at the designated points without loss of a single craft.

★ Ens. William J. Travis, USNR, Pana, Ill. (missing in action): As naval gunfire liaison officer during the amphibious assault upon Biak Island, he braved fierce gunfire to advance deep into hostile territory to coordinate naval gunfire in support of the withdrawal of Army troops from an untenable position.

★ Ens. (then Y1c) John H. Gillmore, USN, Handley, Tex.: Serving aboard a submarine during three highly successful war patrols in the Southwest Pacific area, he performed his duties with outstanding skill and contributed to the sinking or damaging of an important amount of Japanese shipping. By his exceptional alertness and untiring efforts, he was responsible for the prompt detection of enemy surface ships and aircraft.

★ Ens. (then CMM) Harold M. Steeves, USN, Quincy, Mass.: When his ship was damaged by a bomb during an air attack off Palermo, Sicily, on 26 July 1943, he went to the aid of men trapped in the forward engine room which was flooded and filled with escaping steam and rescued one of his comrades. He assisted in repairing and operating the pumps in the forward fireroom until the flooding of this compartment was brought under control.

★ Boatswain David A. Elder, USN, Boston, Mass.: When bomb fragments and flying shrapnel wounded two men on the bridge of his destroyer at Palermo, Sicily, on 1 August 1943, he went to their assistance to administer first aid. During the height of the attack, he assisted one of the men down the ladders from the bridge to the nearest battle dressing station.

★ Machinist (then MM1c) Warren W. Pemberton, USN, San Francisco, Calif.: When an enemy bomb severely damaged his ship and trapped crew members in the after fireroom during the invasion of Sicily, he entered the compartment, which was fast flooding and dense with steam, and assisted in removing his imprisoned shipmates.

★ Theodore J. Converse, CMM, USN, Poughkeepsie, N. Y.: When his destroyer was damaged by a bomb which landed close aboard during an air attack off Palermo, Sicily, on 26 July 1943, he went to the aid of men in the forward engine room, which was flooded and filled with escaping steam. Although he knew the ship was in danger of sinking, he continued his search for an extended period of time in an effort to save the lives of men who might be trapped.

★ John J. Dennison, CWT, USN, Zephyr, Tex.: Aware that many crew members were trapped in the after fireroom when an enemy bomb severely damaged his ship during the Sicilian campaign, he entered the compartment which was fast flooding and dense with steam and assisted in bringing his imprisoned shipmates to safety.

★ Wesley P. Terry, ARM1c, USN, San Diego, Calif. (posthumously): As radioman of a torpedo bomber during an attack on shipping at Kavieng harbor on 25 December 1943, he performed his duties despite severe wounds and continued heavy antiaircraft fire. He skillfully armed his bombs during the bombing run, thereby enabling his pilot to drop all bombs directly on the target.

★ Lawrence J. Wagner, SM1c, USN, Rockford, Ill.: Serving aboard a submarine during numerous war patrols, he rendered invaluable assistance by his vigilance as lookout on surface attacks and by his outstanding skill as bow planesman on submerged attacks. He participated in a series of raids in which a large amount of enemy shipping was sunk or damaged.

★ Arthur Jones, StM2c, USNR, Memphis, Tenn.: Attached to the USS *Corey* when it was sunk as the result of shellfire from shore batteries off the St. Marcouf Islands, he saved the life of a shipmate by holding him up in the water for two hours, although badly wounded himself.

★ Clement J. Lenczewski, MoMM2c, USN, Philadelphia, Pa.: While engaged with other members of a landing boat crew in unloading cargo during the invasion of Sicily, he discerned the approach of a hostile plane. Quickly manning a machine gun, he fired upon the plane as it came in low strafing the beach and brought it down.

★ Joseph Mikrut, GM3c, USNR, Perth Amboy, N. J., and Anthony S. Niedzialek, GM3c, USNR, Passaic, N. J.: When their landing craft, carrying a cargo of high explosives and inflammable material, was suddenly the target of a vicious strafing attack during the invasion of Sicily, they manned a 20-mm. gun and brought down the attacking plane.



Gold Star in Lieu of Second

DISTINGUISHED FLYING CROSS

★ Comdr. (then Lt. Comdr.) Charles W. Brewer, USN, Tulsa, Okla. (missing in action): When he sighted a surfaced U-boat during an antisub patrol, he made a daring strafing attack on the conning tower at close range and prevented the sub's crew from manning the antiaircraft guns. His machine-gun fire caused a violent explosion and started raging fires in the conning tower and superstructure, rendering the sub vulnerable to the attacks of the accompanying bomber.

★ Lt. Comdr. John T. Blackburn, USN, Washington, D. C.: As commanding officer and pilot of a fighter squadron operating in the New Britain area from 26 Jan. to 26 Feb. 1944, he flew 30 combat sorties, 21 of which were escort missions or fighter sweeps over Rabaul. In two escort missions he accounted for three intercepting fighter planes and probably destroyed three others. On 6 February he led four fighter planes against more than 30 Jap planes, destroying four and severely damaging two of the enemy planes.

★ Lt. Comdr. Robert F. Farrington, USN, Watertown, N. Y.: As commanding officer of a torpedo bombing squadron from 1 to 19 Nov. 1943, he led his squadron in four bombing attacks against Buka and Bonis airfields on Bougainville, one extremely damaging attack against Japanese warships in Rabaul harbor and three strikes against the heavily fortified Nauru Island.

★ Lt. Comdr. Vincent L. Hathorn, USN, Pittsfield, Me.: Operating from a carrier on a pre-dawn takeoff and in monsoon weather, he led his squadron in a daring attack on the strategic enemy naval and air base at Sabang, Sumatra. Later, he led his squadron across an expense of 80 miles of heavily defended Japanese territory, including 13 airfields, to completely destroy a vital oil refinery at Soerabaja, Java.

★ Lt. Comdr. William E. Rowbotham, USN, Mesa, Ariz. (missing in action): As commanding officer of Torpedo Squadron 12, he led his squadron in two daring strikes on Japanese shipping in the harbors of Sabang, Sumatra, and Soerabaja, Java. He fearlessly dove to within 50 feet of the water to press home masthead bombing attacks and scored hits on two enemy freighters before he was forced down in the sea.

★ Lt. Comdr. Sam L. Silber, USNR, Baltimore, Md.: As commander of a fighting squadron, he led his planes in

SECOND DISTINGUISHED FLYING CROSS cont.

sorties over Truk during which they shot down five enemy planes. He led a fighter reconnaissance attack against Guam, during which a new air field was located and attacked, and two enemy planes were destroyed in the air and eight on the ground. While his squadron was escorting bombing strikes at Tinian, four enemy planes were shot down and an estimated 30 were destroyed on the ground.

★ Lieut. Burton F. J. Albrecht, USNR, Eugene, Oreg.: Suddenly attacked by 14 Jap fighters while engaged in tracking a force of destroyers off Bougainville, he struck fiercely and accurately, completely destroyed three of the fighters, severely damaged several others and returned to his base without damage to his plane or casualties among the crew. On 6 October he engaged a more maneuverable enemy medium bomber and destroyed it.

★ L. (jg) James W. Syme, USNR, Albuquerque, N. M. (missing in action): As a fighter pilot during operations against the Marshalls and Palau, he scored many direct hits on enemy installations and shipping. On a vital mission to Palau he intercepted and destroyed a Jap bomber. Later, when his flight of 10 planes encountered 30 hostile fighters, he probably destroyed one Jap plane, although his own plane was crippled during the action.

DISTINGUISHED FLYING CROSS

★ Comdr. Charles W. Brewer, USN, Tulsa, Okla. (missing in action) and Lieut. Julius R. Brownstein, USNR, South Bend, Ind.: As fighter pilots in the Atlantic area on 13 July 1943, they discovered a fully surfaced U-boat and immediately went into action. Despite continuous antiaircraft fire, they strafed the sub with such accuracy that enemy gunners were cleared from their stations, thereby contributing to the eventual destruction of the sub.

★ Comdr. (then Lieut.) Edward C. Outlaw, USN, Pensacola, Fla.: As flight leader of a fighter escort for bombing planes in the Solomons, he participated in 10 attacks against a Japanese destroyer force and positions at Munda Point and Vila Plantation. On 7 February 1943, he and his flight shot down three enemy planes and enabled the divebombers to carry out their mission successfully.

★ Comdr. (then Lieut.) Carl W. Rooney, USN, Pensacola, Fla.: Participating in a vigorous strafing run against six enemy transports unloading troops at Kokumbona, he inflicted serious damage upon the vessels and many casualties among the personnel. Later he led an attack against 16 enemy bombers, blasted one from the sky and damaged two others.

★ Comdr. (then Lt. Comdr.) Robert A. Winston, USN, Washington, Ind.: Leading a four-plane division of fighter planes on 30 March 1944, he courageously attacked a formation of Judy divebombers and personally shot down three of the nine planes destroyed by his division, thus assisting in preventing any of the enemy planes from attacking his task force.



Comdr. Winston

★ Lt. Comdr. Robert G. Dose, USNR, St. Louis, Mo.: Leading his squadron as escort for torpedo and divebombers in a strike at enemy installations at Sabang, Sumatra, he directed his own four-plane division in destroying six planes and forcing a landing craft to beach. Later, flying cover for seven divebombers attacking shipping in the harbor at Soerabaja, Java, he led his division in setting fire to three planes. On the return flight to his carrier, eight more planes were burned and six others damaged at Malang.

★ Lt. Comdr. Allen L. Seaman, USNR, Madison, Conn. (missing in action): While piloting a Liberator in the vicinity of New Guinea on 25 April 1944, he made repeated attacks on important enemy shipping and sank or destroyed two small merchant vessels, 10 barges and two armed sampans and inflicted numerous casualties on Japanese troops. Although his plane was severely damaged, he returned it safely to base.

★ Lt. Comdr. James B. Taylor Jr., USNR, New York, N. Y. (posthumously): While testing a new plane for the Navy at Dahlgren, Md., in March 1939, he lost consciousness as a result of severe acceleration during the pull-out after a high-speed dive but, with part of his craft torn loose and a wing deformed, brought the plane under control. On 25 May 1942, he volunteered for an exceptionally dangerous flight to test a new Navy fighter plane and lost his life when the electrical control mechanism failed to function.

★ Lt. Comdr. Richard Upson, USNR, Madison, Wis. (missing in action): Commanding a squadron of torpedo bombers in the Gilbert, Marshall, Caroline and Marianas Islands from February 1943 to April 1944, he guided his flyers in close support of landing operations, and participated in several daring rescue missions of fellow airmen who were down at sea in enemy waters. His squadron's success was due, in large measure, to his leadership skill and courage.

★ Lieut. Larren M. Allen, USNR, Mt. Vernon, Ill. (missing in action): Assigned the extremely hazardous task of obtaining low, close, oblique photographs of enemy beaches on Kwajalein Atoll, he was attacked by 12 or more Jap fighters as he approached his objective. Assuming the brunt of the enemy assault in order to protect the accompanying plane, he maintained accurate fire against the enemy planes, enabling the other bomber to complete its task and return to base with valuable information.

★ Lieut. Kenneth E. Cotton, USNR, San Marino, Calif. (missing in action): While escorting an air group at Kwajalein Atoll on 4 December 1943, he shot down two enemy planes in flames and contributed materially to the success of his group in destroying 19 Zeros and one twin-engine bomber in the air and the probable destruction of two other fighters.

★ Lieut. Merl W. Davenport, USNR, Detroit, Mich.: On 6 November 1943, off the southwest coast of Bougainville, he placed his four-plane division in a position whiich resulted in the speedy destruction of a Japanese bomber. On 18 November, while proceeding on a dawn attack on an enemy airfield, he rescued a comrade who had been shot down at sea the day before. In action against six enemy fighter planes on 21 November, his squadron destroyed all six Jap planes. He himself shot down two planes.

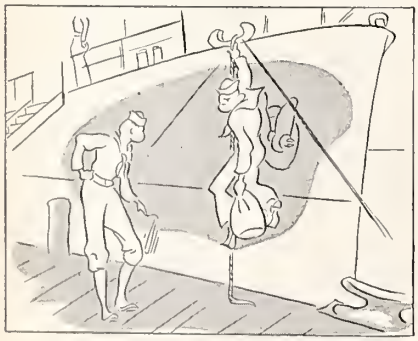
★ Lieut. John B. Furstenberg, USNR, Denver, Colo. (posthumously): As a fighter pilot during attacks on Japanese forces at Wake and Mille Atoll on 5 October and 19 November 1943, he shot two fighter planes down in flames. He led his team in repeated strafing runs, destroying hostile installations and thereby contributing to the effectiveness of the attack.

★ Lieut. Melvin C. Hoffman, USN, Salt Lake City, Utah: As a fighter pilot operating near Marcus and Wake Islands, he made strafing runs in which he set fire to gasoline storage and silenced antiaircraft batteries. He led two strafing attacks on grounded aircraft in complete darkness, and shot down two enemy fighters under very difficult conditions of morning twilight.

★ Lieut. Leonard A. Johnson, USNR, San Diego, Calif. (posthumously): When an enemy convoy of five small, heavily armed cargo vessels was sighted near Truk on 5 May 1944, he maneuvered his patrol bomber for a daring attack and made 14 bombing and strafing runs at perilously low altitude. Despite intense antiaircraft fire, he sank one ship and inflicted severe damage on the others.

★ Lieut. Raymond F. Myers, USNR, Asheville, N. C.: escorting our bombers during a strike against Japanese shipping near Buraku Island, he flew through intense antiaircraft fire and strafed five hostile warships. In a subsequent raid on two cruisers and four destroyers near Rendova Island, he deliberately attracted enemy fire, enabling our bombers to carry out an effective close-range attack.

★ Lieut. Richard E. O'Connell, USNR, Minneapolis, Minn. (missing in action): As section leader flying low cover for our torpedo bombers in a strike at a large concentration of Jap



Chaser (NTC, Miami, Fla.)

"Certainly I rate liberty tonight— Why?"

warships at Rabaul on 5 November 1943, he effectively repelled enemy fighters encountered en route and provided complete protection for our planes to the final break-off point. He assisted in the destruction of 10 enemy planes shot down by his squadron.

★ Lieut. John E. Porter Jr., USNR, Long Beach, Calif.: As commander of a Liberator operating from Nadzab and Momote airfields from 24 March to 29 May 1944, he wrecked four small merchantmen and one loaded barge, destroyed two warehouses, killed many Japanese, destroyed an enemy bomber in aerial combat and wrecked a medium-sized merchantman.

★ Lieut. James A. Smith III, USNR, Richmond, Va. (missing in action): As a division leader of Fighting Squadron 23 and while flying high cover for our torpedo bombers in an attack on Jap cruisers and destroyers at Rabaul on 5 November 1943, he employed excellent tactics and maintained a strong defensive formation throughout the flight. Intercepted by eight Japanese planes during the retirement, he fought his plane courageously and assisted in the destruction of the 10 planes shot down by his squadron.

★ Lieut. Robert P. Williams, USNR, Snoqualmie, Wash.: While carrying out a routine patrol flight as pilot of a torpedo bomber, he sighted a fully surfaced enemy submarine. He immediately attacked the U-boat, sending four depth charges exploding close aboard and causing damage which rendered the enemy craft unable to submerge.

★ Lt. (jg) LaVier C. Alber, USNR, San Francisco, Calif.: Flying cover for six torpedo planes on a strike against Japanese shipping in the harbor at Soerabaja, Java, on 17 May 1944, he led a bold strafing raid in advance of the bombers to draw antiaircraft fire away from them. He set fire to one large cargo vessel and severely damaged docks, warehouses and another cargo ship. Later, he discovered a friendly torpedo bomber forced down and provided protection until the crew had climbed into a life raft.

★ Lt. (jg) Frederick H. Fox Jr., USNR, Lebanon, Pa. (posthumously): Piloting a torpedo bomber from a carrier during an attack on Japanese shipping near Rabaul on 11 November 1943, he obtained a hit on a destroyer, causing it to capsize. Later the same day he flew through heavy antiaircraft fire to attack divebombers and torpedo planes which completely outclassed his own craft.

★ Lt. (jg) William W. Fratus, USNR, San Leandro, Calif. (missing in action): Piloting a torpedo plane during an attack on Japanese shipping at Rabaul on 5 November 1943, he came in low over the target and made a daring run at a warship getting under way in the center of Simpson Harbor. He assisted in the destruction of the 10 planes shot down by his squadron and to the severe damage inflicted on important enemy warships.

★ Lt. (jg) John D. Gavan, USNR, Milwaukee, Wis.: Participating in a daring strafing run on the airfield at Sabang, he was caught in a burst of



Hoist (NTC, San Diego)

"For the last time, Thorndyke—we can't give you an advance on your mustering-out pay!"

antiaircraft fire which severely damaged his plane. He courageously remained over the target and made four more effective runs, greatly assisting his division in setting fire to four large planes, damaging two others and beaching a small boat. Later, while escorting the strike group in a raid on Soerabaja, Java, he contributed to the burning of three planes and the damaging of another.

★ Lt. (jg) Jarrel S. Jenkins, USNR, Houston, Tex. (missing in action): As a member of a section of three torpedo bombers, he pressed home attacks on a valuable Japanese carrier in the western lagoon of the Palau islands on 30 March 1944. His airmanship and fighting spirit were material factors in the ultimate sinking of the ship.

★ Lt. (jg) Dale C. Klahn, USNR, Laramie, Wyo.: Proceeding to Sabang, Sumatra, in advance of the main striking group, he maneuvered his plane at dangerously low levels to obtain vital photographs of the area and make four effective strafing runs on the airfield, destroying two Zeros, one torpedo bomber and a transport plane. When his fighter plane was badly damaged by antiaircraft fire, he headed out to sea and parachuted into the water. At Soerabaja, he again strafed an airfield, destroying one transport plane and damaging two others.

★ Lt. (jg) Jack D. Madison, USNR, Vanderbilt, Tex. (missing in action): As section leader flying high cover for torpedo bombers during a strike against a large concentration of Jap cruisers and destroyers at Rabaul on 5 November 1943, he maintained a strong defensive formation throughout the flight and provided complete protection for our planes. Intercepted by four Jap fighters on his return flight, he probably destroyed one and contributed to the destruction of 10 planes shot down by his squadron.

★ Lt. (jg) Glen D. Michel, USNR, Tipton, Kans.: While engaged in a hazardous night flight in the Bismarck Sea, he attacked an enemy destroyer in a large convoy in the face of intense antiaircraft fire which severely damaged his plane. He obtained a direct hit and heavily damaged the warship.

★ Lt. (jg) Lloyd Nicholas, USNR, Elcor, Minn. (missing in action): Flying a torpedo bomber during an attack on Japanese shipping in the Truk lagoon on 17 February 1944, he pressed home his attacks at perilously low altitude, despite intense antiaircraft fire. His fighting spirit contributed in large measure to the destruction and damage of many Jap ships.

★ Lt. (jg) Charles M. Pearson, USNR, Madison, Wis. (missing in action): He participated in hazardous divebombing missions against Japanese bases and shipping in the Marshalls and Carolines from 29 January to 30 March 1944. He pressed home a daring attack on a Japanese cruiser at Palau and scored direct hits at perilously low level.

★ Lt. (jg) James F. Schoby, USNR, Bode, Iowa (posthumously): Discovering a U-boat fully surfaced and disabled in the Atlantic area, he maneuvered his torpedo bomber into striking position and sent four depth charges exploding close aboard, resulting in the destruction of the sub.

★ Lt. (jg) George F. Scott Jr., USNR, Marion, Ark. (missing in action): Piloting a torpedo bomber in a strike at Japanese warships in Rabaul harbor on 5 November 1943, he hurtled his plane directly at a warship getting under way in the center of Simpson Harbor. He contributed materially to the destruction of the 10 planes shot down by his squadron and to the severe damage inflicted on Jap warships.

★ George H. Platz, AMM(T)1c, USNR, Bronx, N. Y.; Ellis C. Babcock, ARM 2c, USNR, Cheektowaga, N. Y.; James R. Dobbs, AOM2c, USNR, Grand Island, Neb., and John E. Siwicki, ARM2c, USNR, Mattapan, Mass.: As crewmen of carrier-based torpedo planes from 30 March to 15 June 1944, they participated in bombing attacks on ground installations and shipping at Palau, the Carolines, Dutch New Guinea, the Sarmi peninsula, Truk, Guam and the Bonins. On 20 June they assisted in driving home to a close range an attack which sank a large Japanese carrier.

★ James A. Brookbank, AMM2c, USNR, Lawrenceburg, Ind.: John E. Prince, AMM2c, USNR, Camden, Ark.; Robert E. Ranes, ARM1c, USNR, Milwaukee, Wis., and Philip E. Whiting, ARM2c, USNR, Bellefonte, Pa.: As crewmen in carrier-based torpedo planes from 30 March to 12 June 1944, they pressed home attacks in the face of heavy antiaircraft fire against enemy ground installations and shipping at Palau, the Carolines, Dutch New Guinea, Truk and Guam. They scored hits which resulted in the sinking of a large enemy carrier on 20 June.



NAVY AND MARINE CORPS MEDAL

★ Lt. Comdr. David C. James, (MC) USNR, East Cleveland, Ohio, and Oliver W. Shay, PhM2c, USNR, Elyria, Ohio: Serving aboard the *LST 396* when it was attacked and sunk in the New Georgia area on 18 August 1943, they entered a troop berthing compartment under which powder and gasoline were stored to save a helpless shipmate pinned under a mass of wreckage. They brought the man topside, performed an emergency amputation in the midst of smoke and flames, lowered him into a life raft and ministered to the man until rescued.

NAVY & MARINE CORPS MEDAL cont.

★ Lt. Comdr. Howard A. Thompson, USN, Belmont, Mass.: As first lieutenant of a submarine during her first three war patrols in Japanese-controlled waters, he meticulously executed his duties and contributed in large measure to the sinking or damaging of many tons of enemy shipping.

★ Lieut. H. L. McGuire, USNR, Leavenworth, Kans.: When the *LST 348* was set afire and sunk by enemy action off the island of DeZammone, Italy, he went to the assistance of several men whose clothing was on fire and beat out the flames with his bare hands, suffering severe burns in the process. After reaching a life raft he recovered survivors who were in danger of drowning, although painfully injured himself.

★ Lieut. John G. Piegari, USNR, New York, N. Y.: When the *USS Liscome Bay* was torpedoed and sunk, he and another officer assisted a fellow officer who was still weak from an appendectomy performed seven days before and who would have lost his life without their assistance.

★ Lt, (jg) Rufus C. Harper, USN, San Diego, Calif.: When a Navy torpedo plane crashed and burst into flames at the Naval Auxiliary Air Station, Boca Chica, Fla., on 6 May 1944, he entered the smoke-filled, blazing plane and handed out a helpless radioman. He then reentered the burning craft in an effort to locate another occupant whom he believed to be still in the plane.

★ Lt. (jg) H. E. Hiestand, USNR, Nashville, Tenn.: Thrown into the water by a second explosion when the *LST 348* was sunk off the Island of De Zammone, Italy, he went to the assistance of an injured crew member who was in danger of drowning. Although badly burned himself, he assisted the man to stay afloat until long after he had died of burns and exposure.

★ Lt. (jg) Mead B. Kibbey, USNR, Sacramento, Calif.: When the minesweeper in which he was serving was sunk off the coast of France on 2 July 1944, he swam clear of the sinking ship, then returned to save an enlisted man who was unable to move because of a back injury. Later he returned to save the life of a brother officer who was about to sink as the result of swallowing quantities of oil and sea water.

★ Chief Carpenter Henry H. Youngblood, USN, San Diego, Calif.: During the Japanese attack on Pearl Harbor, he demonstrated great courage and determination in cutting away the bulkheads that entrapped many men. While engaged in this task he suffered a major injury, but from the moment he regained consciousness he strove to return to his station.

★ Torpedoman Byron K. Gradoville, USN, Whittier, Calif.; Arnold H. Johnson, CQM, USN, Honolulu, T. H., and Maynard F. Wickham, CMoMM, USN, Los Angeles, Calif.: While serving aboard a submarine during the vessel's first three war patrols in enemy waters, they displayed great courage under fire and efficiently performed their duties. They contributed in large measure to the sinking or damaging of an important amount of Japanese shipping.

★ Boatswain John M. Kelly, USNR, Honolulu, T. H.: When a torpedo failed to explode against an island cliff during firing tests in the Pacific war area, he voluntarily made repeated dives into rough, shark-infested seas until the dormant missile was eventually located and retrieved.

★ Machinist John T. Strauss Jr., USN, Jacksonville Beach, Fla.; Oden V. Hayes, CMM, USN, Pittsburg, Calif., and Charles L. Greenwood, EM1c, USNR, Auburn, Calif.: When a large quantity of CO2 gas escaped in the after engine room of their ship on 20 July 1943, they disregarded their personal safety and went below to investigate. Discovering two men who had been overcome by the fumes, they carried them to safety, even though they were nearly unconscious themselves.

★ William W. Ford Jr., CWT, USN, Alpena, Mich.: When enemy shells caused fires in dangerous proximity to the portable gasoline stowage of his ship during the invasion of Sicily, he extricated for quick disposal overboard several gasoline drums which were jammed in their racks. He then assisted in segregating ruptured sections of the fire main, enabling the fires to be brought under control.

★ Frederick G. Humphreys, CMoMM, USNR, Tucson, Ariz.: While serving aboard the USS *Susan B. Anthony* when the ship was sinking in the Bay of Seine on 7 June 1944, he went to the assistance of an officer who had fallen through an opening in the deck and was over his head in water and oil. Although he could not swim, he rescued the officer from possible death.

★ John G. Mackay, ACMM, USN, Duluth, Minn.: While on board a landing ship in a passenger status en route to Hopoi on 12 September 1943 his ship was struck by a bomb during an air attack. He heroically fought the fires that ensued and assisted in caring for the wounded and in removing the dead. He preserved for air technical intelligence purposes much extremely valuable enemy equipment.

★ Walter L. Schoenrock, CCS, USN, Monterey Park, Calif. (missing in action): He volunteered to swim 150 yards through a treacherous surf and undertow to assist an officer in securing an escape buoy line from a wrecked naval vessel to a coral reef. He overcame the current drift and made the messenger line fast so that eventually the entire ship's company was able to pass over a riding line to safety.

★ William J. Warren, ACMM, USN, Carriers Mills, Ill.: When fire broke out under a truckload of live depth charges at the Naval Air Station, Norfolk, Va., on 17 September 1943, he remained at his post and directed his men in a heroic attempt to remove aircraft from the danger area. Although severely wounded in the ensuing explosion, he worked desperately to rescue his men still remaining in a burning hangar.

★ Carl R. Washburn, ACMM, USN, Kansas City, Mo.: When a fire broke out under a truckload of live depth charges at the Naval Air Station, Norfolk, Va., he remained at his post and directed his men to points of safety. Although critically injured and unable to walk as the result of the ensuing explosion, he continued to direct rescue and fire-fighting operations until removed to the sick bay.

★ Ronald M. Alexander, Y1c, USNR, Washington, D. C., and Robert L. Morrow, GM1c, USN, Asbury Park, N. J.: While serving in a minesweeper that was sunk during operations off the coast of France on 2 July 1944, they launched a rubber life raft and rescued five badly wounded shipmates who were dazed and unable to swim because of their injuries.

★ Alonzo J. Bourgeois, SF1c, USNR, Lynn, Mass.; John J. Burke, SF1c, USNR, Dorchester, Mass.; Earl W. Goodrich, B1c, USNR, Wollaston, Mass.; Marvin O. Hinch, CM1c, USNR, Revere, Mass.; Raymond S. Le Houllier, CM1c, USNR, Somersworth, N. H.; John A. MacDonald, CM1c, USNR, Boston, Mass., and Murray M. Miller, MM1c, USNR, Brooklyn, N. Y.: As salvage divers during the invasion of Sicily, they carried on the salvage of sunk and damaged ships while the area was under enemy artillery and bombing attack. They dived under extremely hazardous conditions to conduct underwater surveys which materially contributed to rapid salvage and repair of units required for further operations against the enemy.

★ Harold J. Higgins, AMM1c, USN, Odell, Ill.: When a fire enveloped a large group of live depth charges on a truck at the Naval Air Station, Norfolk, Va., on 17 September 1943, he rushed toward the blaze with a handheld extinguisher and worked desperately to check the flames until a moment before the charges exploded and he was seriously injured.

★ Vernon A. Larson, MM1c, USNR, Portland, Oreg. (posthumously): During the sinking of a floating drydock at an advanced naval base in the South Pacific on 2 November 1943, he went below where members of the



Pointer (Naval Drydocks, Hunters Point, Calif.)
"Well—where do I sign up?"

night shift still were sleeping. He entered the sinking pontoon to awaken his shipmates but failed to save himself.

★ Richard D. Stine, MoMM1c, USNR, Van Nuys, Calif.: When his minesweeper was sunk off the coast of France on 2 July 1944, he was blown 50 feet into the air and about 75 feet from the sinking ship. Although still dazed, he pulled six wounded shipmates on to a float and kept them together, thus saving their lives.

★ Louis J. Ciprari, CM1c, USNR, Worcester, Mass.: Although painfully wounded by shrapnel during the assault on Sicily, he made several hazardous trips through the blazing radio room and assisted in rescuing his trapped shipmates. He then directed a fire-fighting party and assisted materially in bringing the fires under control.

★ Haskell L. Goins, EM2c, USN, Tracy City, Tenn.: When enemy fire damaged his ship and severely wounded many of the crew during the invasion of Sicily, he valiantly sought out the wounded and carried them to the wardroom where he effectively administered first aid.



Haskell Goins

★ James Martin, StM2c, USNR, Columbus, Ga. (posthumously): Hearing a cry for help and seeing one of his shipmates struggling in the swift current about 40 yards off Majuro Atoll, he and two other men swam out toward the drowning man but were unable to get a secure hold on him. Trying desperately to save his companion, he became exhausted and was carried into the lagoon by the tide.

★ Richard R. Westergard, BM2c, USN, Cedar Spring, Mich.: Observing the desperate struggles of a marine whose outrigger canoe had swamped off Opolu, Western Samoa, he dived over the side of his Navy launch, which was unable to get close enough to throw a line, swam to the canoe and rescued the marine.

★ Charles M. Ward, MoMM2c, USNR, Brooklyn, N. Y.: Although saturated with oil when the *LST 348* was set afire by enemy action on 20 February 1944, he extinguished the blaze on one man by throwing him overboard and then beat the fire out of the oil-saturated clothing of another man. His prompt and heroic action saved the lives of two men.

★ Jesse H. Coplin, AMM3c, Lake Charles, La.: Seeing a large group of depth charges enveloped in flames and about to explode in the vicinity of a gasoline truck, he rushed to the truck and drove it away before the depth charges exploded. He limited to a substantial degree the havoc wrought by the ensuing explosion but was seriously injured (17 September 1943, Naval Air Station, Norfolk, Va.).

★ Benjiman H. Brumbeloe, Cox., USNR, Columbus, Ga.: When the *LST 396*, loaded with gasoline and ammunition, was set afire in the New Georgia area by enemy gunfire, he entered a lifeboat which was partially surrounded by flames. He proceeded through burning debris and picked up many survivors, repeatedly venturing close to the blazing ship to rescue them.

★ Jack W. Culpepper, Cox. USNR, Laurinburg, N. C.: When the *SS Elihu Yale* was set afire in the assault area off the Anzio beachhead, he boarded the blazing ammunition and gasoline loaded ship in spite of almost continual enemy attack, noxious fumes and exploding ammunition and fought the flames persistently until the fire was extinguished.



Jack Culpepper

★ Clyde Patterson, Cox., USNR, Panama City, Fla.: When the landing boat in which he was serving approached the beach at Gela, Sicily, on 11 July 1943, he noticed a soldier struggling in the water in danger of drowning. He swam to the drowning soldier and brought him to safety and, although weakened by his recent efforts, immediately went overboard again and saved another man who was about to perish.

★ Ephriam B. Middleton Jr., S1c, Yonges Island, S. C.: When large waves from a passing tug swept his fishing companion from a jetty and into the swift current at Sullivan's Island, S. C., on 3 May 1944, he removed his outer clothing, swam to the aid of the exhausted man and succeeded in bringing him to the beach.

Gold Star in Lieu of Second BRONZE STAR MEDAL

★ Lt. Comdr. Ronald K. Irving, USN, Plymouth, N. Y.: While leading his section of a motor torpedo boat squadron in a night patrol off Bougainville in February, 1944, he engaged a convoy of five heavily armed Jap landing barges employed in transporting supplies and troops. Despite intense fire from the barges and shore batteries, his section destroyed two craft and severely damaged the remainder.

BRONZE STAR MEDAL

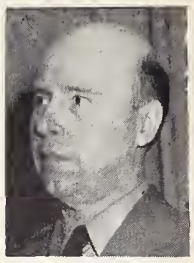
★ Rear Admiral Francis S. Low, USN, Washington, D. C.: As commanding officer of a warship which participated in the battle of Rennell Island and the Guadalcanal campaign, he displayed initiative, devotion to duty and skill in ship handling, and contributed materially to the success of U. S. forces in these actions.



Adm. Low

★ Capt. George R. Cooper, USN, San Diego, Calif.: In command of a squadron of destroyers in the Central and South Pacific from January through June 1944, he demonstrated great initiative and skill and a high caliber of leadership which were reflected in the fighting qualities of the ships under his command.

★ Capt. Marshall M. Dana, USN, Alstead, N. H.: While attached to the Navy Yard, Pearl Harbor, from 15 February 1942 until 25 October 1943, he developed employe morale, improved employe-management relations and sponsored better living, working and transportation conditions of civilian workers. He did much to aid the Navy Yard in rapidly returning ships of the Pacific Fleet to the battle line.



Capt. Dana

★ Capt. Howard E. Orem, USN, Ardmore, Pa.: As operations officer on the staff of the commander of a cruiser division, he participated in engagements with the enemy in the Guadalcanal, Rennell Island and Aleutian theaters. By his professional skill and initiative, he aided his division commander materially in the accomplishment of assigned missions.



Capt. Orem

★ Capt. Harold F. Pullen, USN, Melrose, Mass.: As commander of a destroyer division which performed screening duties for a cruiser division during the battle of Rennell Island and the Guadalcanal campaign, he performed the missions assigned him with outstanding initiative and a high degree of professional skill.



Capt. Pullen

★ Comdr. Henry H. Caldwell, USN, Roseville, Calif.: As air officer of a U. S. carrier in joint operations against enemy-held bases in the Netherlands East Indies on 19 April and 17 May 1944, he exercised sound judgment and outstanding leadership in assisting in the planning of two daring strikes at Sabang, Sumatra, and Soerabaja. He trained and directed the airmen of his command so expertly that the operations were expeditiously begun without casualty or delay.

★ Comdr. Douglas L. L. Cordiner, USN, Governors Island, N. Y.: As chief staff officer of Commander Fleet Airships, Atlantic Fleet, from 1 Dec. 1942 to 28 April 1944, he assisted in the detailed planning, organization, administration and logistic support to units of Fleet Airships, Atlantic, with initiative, judgment and outstanding devotion to duty.

★ Comdr. Roy A. Gano, USN, Pipestone, Minn.: As commanding officer of a destroyer operating in a squadron northwest of Bismarck Archipel-

BRONZE STAR MEDAL cont.

ago between 17 and 23 February 1944, he participated in the destruction of two naval auxiliary ships, a large cargo ship, a minelayer and four barges, and inflicted heavy damage on enemy shore installations. Although subjected to aerial attacks and intense fire from shore batteries, he carried out the attack without damage to his ship.

★ Comdr. Dallas M. Laizure, USN, Long Beach, Calif.: As air operations officer of a U. S. carrier attached to the British Eastern Fleet, he greatly assisted in planning two vital attacks on enemy bases at Sabang, Sumatra, and Soerabaja, Java. Prior to these successful operations, he skillfully briefed the participating pilots in all phases of their assigned missions.

★ Comdr. William R. Smedberg III, USN, Arlington, Va.: As commanding officer of a destroyer operating in the Solomons from 1 November 1943 to 31 March 1944, he assisted in repelling two heavy air attacks against his task force. His ship engaged in night reconnaissance and in the occupation of Green and Emirau Islands, and contributed materially to the defeat of the enemy in the South Pacific theater.

★ Lt. Comdr. Edward E. Conrad, USN, St. Louis, Mo.: As diving officer of a submarine during her third war patrol, he courageously and skillfully carried out his duties and was of invaluable aid in the sinking of three enemy vessels and the damaging of additional shipping.

★ Lt. Comdr. Ronald K. Irving, USN, Plymouth, N. Y.: While leading PT-boat patrols in the Solomons from 1 to 31 March 1944, he completed many missions along the coast of Bougainville and engaged enemy surface craft attempting to reinforce ground forces in the Empress Augusta Bay area. On two occasions his patrol intercepted several Japanese barges and destroyed them. When his ship was sunk he made certain that all of the crew were clear before leaving himself.

★ Lt. Comdr. Edward F. Jackson, USN, Annapolis, Md.: As executive officer of a destroyer operating in the Solomons from 1 November 1943 to 31 March 1944, he skillfully carried out his duties while his ship escorted troop transports to Bougainville, bombarded enemy installations at Torokina, and helped repel two heavy air attacks against the task force.

CITED FOR FUEL PLANNING: Lieut. Elmer J. Preston, (SC) USNR, of San Francisco, Calif., has won the Bronze Star Medal for meritorious service as fuel supply officer on the staff of Commander Service Squadron, South Pacific Force. His skillful planning of the establishment and expansion of the fuel supply activities in the Solomons and Bismarck Archipelago areas contributed materially to the success of our naval forces.



★ Lt. Comdr. Gerald P. Martin, USNR, Oakland, Calif.: As commanding officer of the Naval Base, Townsville, Australia, and later as commanding officer of the Naval Base, Woodlark Island, he maintained excellent facilities for providing supplies and services to our forces in forward areas.

★ Lt. Comdr. William C. Meloy, (MC) USNR, Washington, D. C.: As senior medical officer of a Marine defense battalion during operations at Bougainville, he accompanied the first assault wave ashore at Empress Augusta Bay and organized emergency hospital facilities. Despite enemy fire, he rendered medical assistance to large numbers of wounded, thereby contributing to the saving of many lives.

★ Lt. Comdr. Herbert A. Smith, (DC) USNR, Clayton, Ala.: Serving with the 3rd Marine Division at Cape Torokina on 1 November 1943, he exposed himself to intense enemy fire to set up a supplementary first aid station. When his medical supplies became exhausted he proceeded alone through Japanese lines and led a party of medical officers and hospital corpsmen to the relief of the men at his station.

★ Lieut. Johnston C. Adams, USNR, Corinth, Miss.: As commanding officer of an LST in the Solomons from 1 November 1943 to 31 January 1944, he volunteered for and completed two reconnaissance missions on Bougainville and Green Islands. Upon completion of these missions, he piloted the first echelon to the beaches selected by his reconnaissance.

★ Lieut. Bruce M. Brink, USNR, Sioux City, Iowa: As commanding officer of the *YMS 70*, which was escorting a convoy of LCTs engaged in the initial supply of Arawe, he skillfully maneuvered his ship to protect the convoy when it was attacked by 22 Jap dive-bombers and fighters. He assisted in putting up a heavy barrage of flak which destroyed three Japanese planes.

★ Lieut. S. S. St. Pierre, USNR, Ardmore, Okla.: While serving on the staff of a naval task force commander during the invasions of Sicily and Italy, he formulated in detail plans for and directed the installation of radio counter-measures devices and equipment. In addition, he assisted immeasurably in coordinating the handling of urgent operational traffic.



Lieut. St. Pierre

★ Lt. (jg) Howard A. Andersen, (MC) USN, Minneapolis, Minn.: When the USS *Corry* was sunk off the coast of France by a mine explosion and enemy gunfire, he remained to the last to save the wounded after word had been given to abandon ship. He continued to work tirelessly among the wounded for 30 hours, although he was suffering from exposure as the result of two hours in the water.

★ Lt. (jg) Paul N. Garay, USNR, Trenton, N. J.: Serving aboard the USS *Corry* when it was sunk off the coast of France on 6 June 1944, he forced open a distorted fire room escape hatch, effecting the escape of two enlisted men from certain death. He saved the lives of two other enlisted men who could not swim by assisting them to abandon ship, tying them to a life raft, and watching over them for two hours.

★ Lt. (jg) Julian G. Kwilecki, Jr., USNR, Bainbridge, Ga.: As photographic interpreter attached to the staff of a naval task force commander during preparation for the amphibious invasions of Sicily and Italy, he worked tirelessly and with great ingenuity to determine the underwater beach gradients. As a result of his judgment and ability, a high degree of accuracy was attained, which contributed materially to the success of our landing forces.



Lt. Kwilecki

★ Saul Bresticker, CPhM, USNR, Newark, N. J., and Albert J. Carino, PhM2c, USNR, Arlington, Mass.: After orders had been given to abandon the USS *Corry* in the Bay of Seine on 6 June 1944, they remained to the last to save the wounded. After being rescued they continued to work tirelessly among the wounded for 30 hours, although suffering from exposure as the result of spending two hours in the water, during which time enemy shore batteries kept up a continuous shelling.

★ Glenn H. Harvey, PhM1c, USN, Baraboo, Wis. (posthumously): Attached to a Marine tank company at Arawe, New Britain, on 16 January 1944, he daringly exposed himself to heavy fire from a Jap pillbox to remove two wounded comrades from their extremely hazardous position. He was instantly killed as he attempted to aid them.

★ Frank Hunt, MoMM1c, USNR, Okemah, Okla.: When the USS *Osprey* caught fire during the invasion of France, he made two trips to the dark after engine room to start a pump, although so severely bruised that it was difficult for him to move. When water was available he manned one of the hoses, extinguished the fire, and enabled many of the crew trapped by the flames to escape.

★ Alexander Culberson, AMM2c, USNR, Philadelphia, Miss.; Don A. Taylor, AMM2c, USNR, Murray, Utah, and Leonard L. Johnson, AMM3c, USNR, Portland, Oreg.: When the USS *Block Island* was hit the first two times by enemy action on 29 May 1944, they went at once to the gasoline control station and drained the lines up to the flight deck and succeeded in inerting 60% of the entire gasoline system before the ship was struck for the third time. Their prompt action undoubtedly prevented serious fires when the third explosion ruptured all gasoline lines in the vicinity of the hit.

THE BULLETIN BOARD

POSTING MATTERS OF PARTICULAR INTEREST AND IMPORTANCE TO NAVAL PERSONNEL

Rules on Overseas Service for Waves, Spars Provide Minimum 18-Months' Assignment

Policies and procedure have been announced by the Navy and Coast Guard for assignment of Waves and Spars to overseas duty under Public Law 441. Eligibility rules for Marine Corps women are now being formulated.

Under the law (see page 28) women reservists who volunteer for duty outside the continental limits may be assigned anywhere in the American area (see map page 41) and to Hawaii and Alaska. Such duty will be for a minimum of 18 months, and no leaves will be granted for return to the U. S. during the overseas assignment.

It is expected that no quotas will be assigned for overseas duty prior to December 1944. Studies are now being conducted in overseas areas where women are eligible to serve, and six women's reserve officers have been assigned to temporary duty in the Hawaiian Islands to survey housing conditions and billets available there.

Waves making application for duty outside the continental limits must meet the requirements, as provided in a letter from the Chief of Naval Personnel dated 29 Sept. 1944 (Pers-107-MN QR8/P16-3). Enlisted Waves stationed in the Navy Department, Washington, D. C., are referred to a letter from the Chief of Naval Personnel dated 9 Oct. 1944 (Pers-6301-af-3 QR8/P16-3).

Waves must fulfill these requirements:

(1) At least six months of continuous active duty, exclusive of training time, is required. When two individuals are equally well qualified in other ways, the Wave with the longer service will be given preference.

(2) Applicants must have a good record in health, work and conduct and they must have demonstrated during their military service a sense of responsibility, maturity, adaptability and emotional stability.

(3) Candidates must be free of any form of dependency which would require their presence in the U. S. Waves who at any time have submitted requests for transfer or discharge based on dependency are not eligible.

(4) Applicants may specify preference for the area in which they care to serve, but definite assignment to the preferred area cannot be guaranteed.

Applications from Wave officers should be addressed to the Chief of Naval Personnel, via official channels. Enlisted women apply to their commanding officers and will be selected from established quotas for each command by boards appointed by commandants of naval districts, river commands, chiefs of naval air training commands and the bureaus of the Navy Department. Officers will be chosen from among volunteers by BuPers as billets become available. Applications from volunteers not selected for the first quotas will be kept on file for future consideration.

Applicants for overseas duty from the Coast Guard Women's Reserve must meet the following requirements, set forth in Coast Guard Bulletin No. 136-44, dated 10 Oct. 1944:

(1) At least one year of active duty is required.

(2) Applicants must have an excellent health record, and have a conduct grade not less than 4.0. They must in addition have had a grade of 3.2 in proficiency for six months immediately prior to application, and be certified as to suitability for handling confidential assignments.

(3) Candidates who contribute financially to dependents are considered eligible, providing the dependency is such that it will not cause worry on her part. Where there is reason to believe that conditions may develop where it would be necessary for the woman to provide physical care for a dependent, she will not be considered.

(4) Duty will be for a minimum of 18 months, and billets are available for Spars of the following ratings: Y, RM, SC, Cox., PhoM, HA, PhM, Sp(X) (SB) and Sp(TR). Seamen with designators for any of these ratings, and seamen selected for specific duties, such as maintenance, will also be required.

Applications should be made by Spars to DCGOs and COs of independent units, via official channels. Final selection will be made by Coast Guard Headquarters.

Women's reserve officers making surveys of housing conditions and billets in the Hawaiian Islands for their respective branches of the naval service are: Lt. Comdr. Jean T. Palmer, USNR, special assistant to the director of enlisted personnel, BuPers; Lt. Comdr. Joy Bright Hancock, USNR, Women's Reserve representative for BuAer and the DCNO(Air); Col. Ruth Cheney Streeter, USMCR, director of the Marine Corps Women's Reserve; Major Marian B. Dryden, USMCR, assistant to the director of the division of aviation, Marine Corps; Capt. Dorothy C. Stratton, USCGR, director of the Coast Guard Women's Reserve, and Lt. Comdr. Ineva R. Meyer, USCGR, assistant to the chief of enlisted assignment division.

Enlisted Wave Recruiting Being Cut to 500 a Month

Procurement of enlisted personnel for the Women's Reserve is being reduced gradually from the recent level of 4,000 a month to a monthly quota of 500 beginning 1 Dec. 1944.

The curtailment is made possible due to the fact that attrition rates of Waves have been lower than anticipated and because of the increasing number of limited service men returning from overseas to fill billets at continental shore establishments. There have also been fewer casualties among men than anticipated.

When the quotas go into effect, it is expected that the total personnel of the Waves—9,000 officers and 75,000 enlisted women—will be sufficient to cover current and future needs.

In keeping with the Navy's policy of selecting male officers from qualified enlisted personnel (INFORMATION BULLETIN, July 1944, p. 12), the majority of women officers commissioned in the future will be chosen from the enlisted ranks. Exceptions will be physicians, dentists and other specialists.

Educational Officers Being Assigned to Advance Bases

Educational Services officers are being assigned by BuPers to organize off-duty study programs at advance bases and to provide textbooks and other teaching materials to men attached to ships stopping there.

Officers in command of ships have been requested by BuPers Circ. Ltr. 286-44 (NDB, 30 Sept. 1944, 44-1135) to encourage the organization of the off-duty program and to designate an officer to determine the educational interests of the ship's company and take steps to secure necessary materials of instruction.

In addition to the new study opportunities offered men of the fleet, BuPers has established 100 Educational Service Centers throughout the world where more than 100,000 have received classroom instruction during the past year.

Physical Requirements Set For PT Officers and Men

Physical requirements for officers and enlisted men for motor torpedo boat training have been announced. For details see BuMed ltr. R1-JLA P3-5/PT (063-43) (NDB, 15 Oct. 1944, 44-1174).

THE BULLETIN BOARD

Enlisted Men to Be Nominated for Naval Academy Examinations

All COs have been asked in BuPers Circ. Ltr. 294-44 (NDB, 30 Sept. 1944, 44-1142) to make a survey of enlisted men under their command who are eligible to take entrance examinations for the U. S. Naval Academy, and to forward results and nominations to BuPers as soon as possible. Nominations received after 1 Jan. 1945 will not be accepted.

The rules have been modified so that any enlisted men in the Navy or Marine Corps, both regular and reserve, who were on duty on or before 1 Oct. 1944, and who are otherwise qualified, are eligible for consideration.

BuPers will process applications and will order enlisted men of outstanding caliber and sufficient academic background to the Naval Academy Preparatory School, Bainbridge, Md., where they will be given a short and intensive course to prepare them for the Naval Academy entrance examinations to be held 18 April 1945.

Reduced Bus Fares Offered To Discharged Personnel

Reduced one-way fares for military personnel traveling at their own expense upon discharge, retirement or release from active duty have been established by principal bus companies in the U. S.

Tickets may be purchased at approximately 1¼ cents a mile upon presentation of an Indentification Discharge Certificate which will be furnished on request at time of discharge. They may be used for travel from place of discharge, retirement or release (or an intermediate point) to home or place of enlistment or induction, or place of employment in the U. S. or Canada.

A similar arrangement has been made with leading railroads, as reported in the Sept. 1944 INFORMATION BULLETIN, p. 62.

For details see BuPers Circ. Ltrs. 235-44 and 302-44 (NDB, 31 Aug. 1944, 44-1000 and 15 Oct. 1944, 44-1180).



Mainsheet (NTC, Bainbridge, Md.)

Shipwreck Survivors Asked to Aid Survey

The Physical Instructors' School, USNTC, Bainbridge Md., is gathering information from shipwreck survivors which might be the means of saving the lives of other Navy men who will benefit from improved teaching methods and life-saving equipment resulting from survivors' experiences.

All survivors are asked to contact the PI School in order that they may be sent a short questionnaire. The survey, conducted at the direction of BuPers, was decided upon because a large percentage of lives lost in the Navy are due to aquatic hazards.

Instances Reported Of Erroneous Promotions

Numerous instances have occurred where officers who were thought to be eligible for promotion under certain promotional Alnavs have been promoted erroneously, and have forwarded acknowledgments of receipt of appointment to BuPers.

This has happened particularly in cases where the officer's eligibility under an Alnav by reason of date of rank and active duty status has not been properly ascertained. It has also occurred in cases of officers whose promotions have been previously withheld because of physical or professional disqualifications.

The factors determining eligibility for temporary promotion from the standpoint of length of time of service are set forth in detail in paragraph 10 of BuPers Circ. Ltr. 222-43 (NDB, cum. ed., 43-1587). Whenever a CO believes that a promotion should be withheld because of physical or professional disqualification, the CO should advise BuPers of the disqualifications and withholding, as directed by the same circular letter.

When an appointment is withheld by a CO, the withholding terminates the authority for the appointment contained in the promotional directive. An appointment cannot be delivered to the officer at any date after withholding without specific approval from BuPers. If delivered under such circumstances without specific approval from BuPers, the appointments are considered null and void.

At such time as the officer's physical disqualification is removed and he is considered fit for duty, or when he is professionally qualified for appointment, the CO should advise BuPers requesting that this appointment be effected.

Plan Announced for Release Of Retired Officers From Active Duty

The officer personnel situation has now improved sufficiently through the training and return from overseas of younger officers, both reserves and regulars, BuPers has announced, to permit the initiation of a program for releasing retired officers from further active duty. The plan provides the essential first steps toward adjusting officer personnel to current and prospective requirements of the naval service.

There are at present a total of 4,305 retired officers on active duty. Of this number 2,229 are retired regular and reserve officers, and 2,076 are retired enlisted men serving as officers.

Approximately 500 retired officers went back into uniform as early as 1939. The majority, however, were recalled during 1940 and 1941 when their experience was needed in building up and perfecting the administration of the rapidly expanding Navy. They took over duties of younger men whose services were needed at sea. Most of the retired officers have served in administrative posts ashore in the U. S. Many entered the service at considerable personal sacrifice, and their services have been of great value to the Navy and nation. In many cases, however, the task for which they entered the service has been accomplished.

In addition, an increasing number of younger officers of comparable ranks are now being brought back from combat areas for duty ashore where the Navy may take advantage of their combat experience and familiarity with current problems in advanced areas. These younger officers are available to fill posts vacated by retired officers returning to the retired list, many of whom are not physically qualified for duty afloat.

As a general guide in the interests of uniformity, as announced in BuPers Circ. Ltr. 285-44 (NDB, 30 Sept. 1944, 44-1134), consideration will be given first to all retired officers of or above the following ages:

Flag Officers	64
Captains	60
Commanders	55
Lieutenant Commanders	50
Lieutenants	45
Lieutenants (jg)	45
Ensigns	45
CWO and WO	50

The list, however, is not intended to limit release only to those officers over the ages indicated. The desires of individual retired officers of any age for return to inactive duty are to be given favorable consideration whenever the needs of the service permit.

THE BULLETIN BOARD

Distinguishing Marks and Seaman Stripes Approved For Non-Rated Waves

Recent changes in uniform regulations authorize the wearing of seaman stripes and change the location of distinguishing marks worn by non-rated personnel of the Women's Reserve. The changes are provided for in a letter from the Chief of Naval Personnel to all naval activities in the U. S., dated 30 Sept. 1944 (Pers-34-ECS QR/JJ55).

Seaman first class and hospital apprentices first class will wear three stripes on the left sleeve between the shoulder and elbow in the same position as a rating badge (as shown in illustration at left). Seamen second class and hospital apprentices second class will wear two similar stripes in the same position.



Those markings, embroidered on a rectangular background the same color as the uniform, are to be placed at an angle of 30 degrees from horizontal with the lower ends of the stripes to the front. The stripes are 3/16 inch wide, 2 inches long and set 3/16 inch apart.

White stripes are to be worn with blue uniforms, and Navy blue stripes on white or grey clothing. The seaman markings have been approved for the service jacket, Navy blue; working uniform (grey dress and jacket); shirt, long-sleeved, Navy blue; service jacket, white; working smock, Reserve blue.

Enlisted women who have completed the full course of instruction at a regularly established Class A service school may wear the specialty mark of the rating for which the school is established. Those who have successfully completed the required examinations for petty officer third class are entitled to wear the specialty mark for the rating for which qualified.

The specialty marks, including the insignia for hospital apprentice, are worn on the left sleeve, centered immediately above the rectangular background on which the seaman markings are embroidered. When worn as distinguishing marks, they are embroidered in silk, cotton or rayon thread, and are the same size as specialty marks of rating badges.

The insignia are embroidered on a background matching the color of the uniform, and have been approved for the following:

Garment	Color of specialty mark
Service jacket, Navy blue	White
Working uniform, grey dress and jacket	Navy blue
Shirt, long-sleeved, Navy blue	White
Service jacket, white	Navy blue
Working smock, Reserve blue	Navy blue

In all cases the specialty mark for hospital apprentice is red.

The wearing of specialty marks for the following ratings open to personnel in the Women's Reserve have been approved:

Aerographer's Mate
Aviation Machinist's Mate
Aviation Machinist's Mate I
Aviation Metalsmith
Aviation Radio Technician
Baker
Chief Commissary Steward
Electrician's Mate
Hospital Apprentice
Mailman
Parachute Rigger
Pharmacist's Mate
Printer
Printer (L)
Printer (M)
Radioman
Radio Technician
Ship's Cook
Ship's Service Man (B)
Ship's Service Man (L)
Ship's Service Man (T)
Storekeeper
Storekeeper (D)
Storekeeper (T)
Storekeeper (V)
Telegrapher
Yeoman
Specialists (C), (G), (I), (P), (Q), (R), (S), (T), (V), (W), (X), (Y).

When advancement to ratings other than those listed above is authorized by BuPers, the same specialty mark authorized for male personnel of those ratings shall be worn.

Officers Ordered to Foreign Duty to Take Physical Examination

Officers ordered for duty outside the continental limits of the U. S. are to be given a complete physical examination prior to date of detachment. Aviators are to receive a flight physical examination.

If orders do not allow sufficient time for accomplishing the examination, COs are authorized to endorse the orders to that effect, stating the reason why the physical examination was not given. This procedure is provided in a joint BuPers-BuMed letter of 5 Oct. 1944 to all ships and stations.

Men Advised Not to Carry Big Sums of Money Ashore

Reports from several commands indicate a growing tendency on the part of enlisted men, particularly those just returned from months overseas, to carry excessive sums of money ashore when going on liberty.

In some instances men with as much as $750 have been picked up in an intoxicated condition by shore patrolmen. Others have been rolled for large sums of money.

Shore Patrol authorities in the 8th Naval District have urgently advised personnel to take only the amount of money with them they expect to spend while absent from the ship or station.

To make it unnecessary for personnel to carry excessive amounts of cash COs in the 12th Naval District have been directed to make available safe custody for unneeded funds of men going on liberty or leave. Likewise men reporting aboard the Receiving Ship at San Francisco are advised either to put their money in safe custody or to convert it into travelers' checks.

Emergency Medical Costs Of Enlisted Personnel On Leave Paid by Navy

Expenses for emergency medical and hospital treatment obtained from civilian sources by enlisted personnel of the Navy and Marine Corps while on leave or liberty may now be defrayed by the Navy Department under a decision of the Assistant Comptroller General of the U. S.

In a letter announcing the decision to the naval service BuMed listed regulations for the information and guidance of those concerned.

Payment for civilian treatment will be allowed only in emergency cases where it is impracticable to obtain medical care from naval or other governmental agencies.

Enlisted personnel who become injured or ill while on leave or liberty should apply, if practicable, to the nearest naval activity or, if none is available, to the medical department of any government agency. If neither is available, the individual concerned should contact his CO by telephone or telegraph, requesting permission to obtain civilian medical aid.

When the urgency of the situation does not permit obtaining treatment from government facilities on the prior approval of competent naval authority, necessary emergency treatment may be obtained by or on behalf of the individual concerned. Reasonable expenses will be allowed as a charge against the Navy, providing that within a reasonable time a report is made to the CO so as to permit investigation and suitable arrangements for transfer to a federal institution or other appropriate action.

Expenses for the employment of consultants or specialists will not be allowed except when authorized in advance by BuMed, or in extraordinary cases when subsequently approved by BuMed upon receipt of report and satisfactory explanation as to the ne-



Hoist, (NTC, San Diego)

"She's been that way since she worked on tail turrets."

THE BULLETIN BOARD

cessity and urgency for their employment.

Since the Navy's authority to pay for such treatment is retroactive to 28 April 1942, any claims acted on adversely since that date due to leave status may be resubmitted for BuMed's consideration.

Civilian dental treatment, other than emergency measures to relieve pain, is not authorized by the letter.

The new ruling does not include treatment for officers, who under Navy Regs are not entitled to medical treatment at government expense unless they are on duty.

For further details see BuMed-CaGJS, P3-2/P18-1(021), 26 Aug. 1944 (NDB, 30 Sept. 1944, 44-1118).

Specialty Courses Open To Outstanding V-12s

Men classified as V12(a) who rank above average in academic record, achievement test and officer-like qualifications will be given an opportunity to apply for college training in the following specialty courses now open:

Civil Engineering
Mechanical Engineering
Electrical Engineering (Power)
Electrical Engineering (Communications and Pre-Radar)
Aeronautical Engineering (Engines)
Aeronautical Engineering (Structures)
Supply

Students who can meet the qualifications, and who will finish their third term by 1 Nov. 1944, may submit to their CO a written statement of their desire to remain in V-12 and list their first, second and third choice for the specialty training.

For details see V-12 Bulletin No. 262 (Subjects A & C).



Hoist, (NTC, San Diego)

"You'll need a personal property pass to take that shovel out of here."

Personnel Warned Against Stowing Away on Aircraft

Investigation of recent cases of stowaways on aircraft, as reported by the Commander, NATS, West Coast, reveals that service personnel generally are unaware of the dangers and penalties involved in the practice.

In reporting the incidents NATS pointed out that, since the weight and distribution of poundage on a plane is carefully computed, the presence of a stowaway might destroy the perfect balance of a plane and seriously endanger the safety of the aircraft and the lives of all hands on board.

Under NATS, West Coast, Order 11-44, 4 Oct. 1944, air transport officers, plane commanders and their crews are held responsible for the apprehension of personnel who attempt to obtain unauthorized rides aboard planes. Stowaways discovered in flight are to be turned over to the squadron commander for delivery to appropriate naval authority for trial by general court martial. Members of NATS found delinquent in their duties may also be tried by general court martial.

There is also a provision under Public Law 247 for the punishment of stowaways. They may be fined up to $1,000, imprisoned for any period up to a year, or both.

OPA Temporary Food Rations for Service Personnel Increased

Service personnel entitled to temporary food rations are now granted 10 processed food points for each nine meals or fraction thereof, instead of the 8 points previously allowed, it has been announced by OPA. The change, effective 7 Oct. 1944, was made because it is now possible to buy rationed processed foods only in multiples of 10 points. One pound of sugar for each 36 meals or fraction thereof, and 4 meat-fats points for each nine meals or fraction thereof, are also allowed.

Temporary food rations may be obtained by service personnel on leave or liberty in the U. S. if they do not have and are not entitled to Ration Book 4. Their leave or liberty must be for 72 consecutive hours or more and they must eat at least one meal at their hosts' homes.

Even though not on leave, service personnel who are messed in a general mess, a contract mess, or an organized mess may obtain temporary food rations if they eat nine or more meals a month at their hosts' homes. Also, those residing in the U. S. for less than 60 days on detached or temporary duty may obtain temporary food rations if they eat at least nine meals a month at a private home.

Applications for temporary food rations should be made on BuS&A Form 570 obtainable from COs. If this form is used, either the applicant or his host may present the application to the local ration board. However, if the applicant shows good cause for failure to have this form, the board may permit him to apply on the appropriate OPA form. He must present the application personally.

War Ration Book 4 will be issued to service personnel residing in the U. S. for a period of 60 days or more *except* those subsisted in a general mess, or those who eat 14 or more meals a week at a general mess, organized mess or contract mess.

Bureaus to Aid Naval Personnel in Getting Train Accommodations

Naval personnel traveling under orders or on leave of absence, including delay in route but not liberty, are eligible for assistance by local Navy or Army reservation bureaus, or branch offices thereof located in booths in certain railroad terminals, in obtaining train accommodations.

Such bureaus, or branches thereof, have been established in the following cities to facilitate necessary travel by individuals and small groups:

Asheville, N. C.
Atlanta, Ga.
Baltimore, Md.
Boston, Mass.
Charleston, S. C.
Chicago, Ill.
Cincinnati, Ohio
Cleveland, Ohio
Columbus, Ohio
Corpus Christi, Tex.
Dallas, Texas
Denver, Colo.
Detroit, Mich.
El Paso, Texas
Houston, Texas
Jacksonville, Fla.
Kansas City, Mo.
Los Angeles, Calif.
Louisville, Ky.
Memphis, Tenn.
Miami, Fla.
Minneapolis, Minn.
Montgomery, Ala.
New Orleans, La.
New York, N. Y.
Norfolk, Va.
Norman, Okla.
Oklahoma City, Okla.
Omaha, Nebr.
Orlando, Fla.
Philadelphia, Pa.
Pittsburgh, Pa.
Portland, Oreg.
St. Louis, Mo.
Salt Lake City, Utah
San Antonio, Tex.
San Diego, Calif.
San Francisco, Calif.
Savannah, Ga.
Seattle, Wash.
Spokane, Wash.
Tampa, Fla.
Washington, D. C.

For details see BuPers Circ. L'r. 295-44 (NDB, 30 Sept. 1944, 44-1143).

No New V-12s to be Picked For Term Starting 1 March

No trainees either from the service or civil life will enter the V-12 program in the term starting 1 March 1945.

That decision, based on estimates of the Navy's future needs for officers, does not affect the 1,000 enlisted men chosen from the ranks for the term which began on 1 Nov. 1944, for which, as previously announced, no civilians were selected.

Similarly, other students already enrolled in the program in colleges and universities under contract to the Navy will continue their training as scheduled. There are at present 69,000 prospective young officers in training in V-12.

THE BULLETIN BOARD

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It is not the intention of BuPers to penalize officers assigned to military government duties, the letter states. Upon completion of hostilities, it is expected that all reserve officers who wish to return to inactive duty will be treated alike and their requests will be acted upon in accordance with the needs of the service at that time.

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The change in ruling, effective 28 Sept. 1944, does not constitute cause for revoking the combat aircrewman designation (CA) of any otherwise qualified combat aircrewman. Oversize men who have already been assigned to combat aircrewmen training will be permitted to continue such training if otherwise qualified and may, upon its successful completion, be designated as combat aircrewman by the addition of the (CA) designator as an integral part of their ratings.

COs of operating units are authorized to waive height and weight requirements when conditions and type of aircraft make it desirable to use men whose height and weight exceed the limits. This exception applies particularly for aircraft equipped with hand-operated heavy-caliber waist guns.

Rules Made for Ordering Flowers from Overseas

Naval personnel are not permitted to order flowers through an overseas florist for delivery in the United States, under current BuPers instructions, since such transactions could reveal their location.

Flowers may, however, be ordered through direct correspondence with domestic florists or by using the Army Exchange Service gift catalogues, providing the messages or orders do not reveal the location of naval personnel whose whereabouts may not be disclosed. Senders are not permitted to to specify the kind, color or quantity of flowers being ordered.

The message or order may contain only the name and address of the recipient of the flowers, the dollar value of delivered flowers and the name of the sender. Flowers ordered through Army Exchange Service gift catalogues are identified by the catalogue number.

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Personnel Injured Overseas May Be Transferred to Hospitals Nearer Home

Officers and enlisted personnel wounded in action or otherwise disabled while serving overseas may now be transferred at government expense from their present naval hospital in continental U. S. to a naval hospital nearer their home, for convalescence or hospitalization and further disposition, in cases where further treatment or rest is required for 30 days or more.

For medical and psychological reasons, these transfers are not to be considered for the convenience of the officer or man, but as a means to assist in recovery, adjustment and final disposition. Current instructions which require patients to bear the expense of their own transportation when requesting transfer from one hospital to another do not apply in the case of officers and men shifted under terms of this new authority, contained in BuPers Circ. Ltr. 296-44 (NDB, 30 Sept. 1944, 44-1144).

When patients are no longer in need of active hospitalization but would benefit by a period of convalescence at home, they may be granted convalescent leave in accordance with existing instructions, to return to the hospital where leave is granted at their own expense, or they may be issued orders directing travel and transfer at government expense to a naval hospital nearer their homes. In the latter event, upon reporting at the hospital nearer to their homes, they may be granted convalescent leave by the medical officer in command.

Patients requiring further hospitalization, who are not ready at the time for convalescent leave, may be transferred at government expense individually or in drafts, as determined by the medical officer in command. Convalescent leave for officers and enlisted men is limited to thirty days.



Wheel Watch (NAS, Cape May, N.J.)

"Seaman Murdock, if you don't mind, we'll discuss your rate some other time."

THE BULLETIN BOARD

Care in the Handling, Packing and Shipping of Ships' Chronometers Urged by Naval Observatory

The following announcement has been issued by the superintendent of the U. S. Naval Observatory.

The safety of all hands aboard ship is dependent to a great extent upon the accuracy and reliability of a ship's chronometer, the most important item of a ship's navigational equipment. The instrument upon which we rely today for our time standard aboard ship was developed by skilled craftsmen and scientists in efforts beginning in the 15th century and continuing at the present time. The government of Great Britain alone spent over $450,000 in prize money to encourage the perfection of a navigational timepiece, and other governments interested in the development of safe navigation spent comparable sums on the project. The ship's chronometer, developed as a result of these efforts and inducements, now enables a navigator to determine his position at sea within one or two miles.

The navigator and quartermasters of a ship have developed a hearty respect for the ship's chronometer, and devote every effort to safeguarding the instrument and maintaining its accuracy. Should anyone require proof of this assertion, let him request the navigator's permission to examine and handle the ship's chronometer!

Ships' chronometers and other navigating timepieces were always delivered to ships in a running condition, by officer messenger, until the rapid expansion program necessitated an extension of the system of delivery to vessels in all waters. The instruments are now stopped and shipped by express to especially trained personnel at chronometer supply pools located at certain designated naval activities in the U. S. and abroad. The extreme precision and delicacy of the instruments require that special precautions be taken in preparation for shipment in order that the accuracy and reliability will not be impaired during transportation and subsequent handling.

Many individuals, both naval and civilian personnel, are now concerned with the handling and shipping of chronometers. Recent experience indicates that not all persons concerned are completely familiar with the delicate nature of the instruments they handle, or with the special precautions which must be taken to insure their safe transportation. These special precautions must be observed not only in the shipment of chronometers to service, but also in the return of chronometers to the Naval Observatory, the sole naval activity authorized to undertake the overhaul and repair of ships' chronometers and navigating watches.



A SHIP'S CHRONOMETER

Damage occurring to a chronometer as a result of mishandling or faulty preparation for shipment may render the instrument useless for subsequent service. Still worse, this damage may cause internal defects which will become apparent only after a period of service at sea. This circumstance may well result in hazarding the safety of a ship, and the safety of all hands aboard.

The importance of proper care and handling of ships' chronometers cannot be too highly stressed. The possibility of shipping damage to ships' chronometers makes it advisable to direct the attention of all hands to the complete instructions for proper care and handling set forth in the Comparison Book, NavShips Form 702. These instructions are outlined in part below, and the particular attention of personnel immediately concerned is requested. It shall be borne in mind that these special provisions are made in the interest of safeguarding the life of every person who travels aboard ships of the Navy.

INSTRUCTIONS FOR THE PREPARATION OF SHIPS' CHRONOMETERS AND NAVIGATING WATCHES FOR SHIPMENT

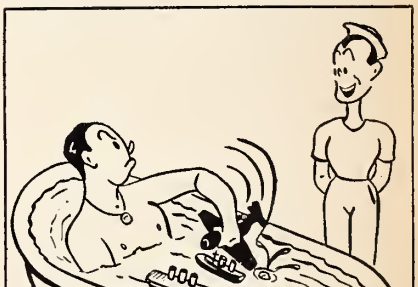
A ship's chronometer, removed from its gimbal ring and with its balance properly corked, shall be wrapped with 6 thicknesses of tissue paper, 21 inches by 32 inches, and 6 thicknesses of 15-ply cellulose wadding. A box made of No. 1 pine, ½ inch thick, of inside dimensions 7 inches by 7 inches by 5⅞ inches deep, shall be secured or manufactured. Six thicknesses of 15-ply cellulose wadding shall be placed in the bottom of the box. The instrument, wrapped as above, shall be inserted in the box, cellulose wadding packed around the sides, and 6 thicknesses of 15-ply cellulose wadding placed on top of the wrapped chronometer. The lid of the box shall be secured by 4 screws.

A gimbaled navigating watch, assembled in its gimbal ring, shall be removed from the gimbaled navigating watch box. The watch and ring assembly shall be wrapped with 6 thicknesses of tissue paper, 21 inches by 16 inches, and 6 thicknesses of 15-ply cellulose wadding. A box made of No. 1 pine, ½ inch thick, of inside dimensions 7 inches by 7 inches by 5⅞ inches deep shall be secured or manufactured. Fourteen thicknesses of 15-ply cellulose wadding shall be placed in the bottom of the box. The instrument, wrapped as above, shall be inserted in the box, cellulose wadding packed firmly around the sides, and 14 thicknesses of 15-ply cellulose wadding placed on top of the wrapped navigating watch. The lid of the box shall be secured by 4 screws.

When ships' chronometers or gimbaled navigating watches are to be shipped in quantity, 6 instruments, prepared as specified above, shall be packed in a case of No. 1 pine, ¾ inch thick, of inside dimensions 37 inches by 27½ inches by 17⅜ inches deep. New excelsior, 6 inches thick, shall be placed in the bottom of this case, and the chronometers or gimbaled navigating watches set in 2 rows of 3 boxes each in the center of the shipping case. The 6-inch space on all sides of the instruments shall be packed with new excelsior, and a 7-inch layer of new excelsior shall be placed over the top before securing the lid. Each end of the outer shipping case shall be provided with a batten handle 2½ inches wide and ¾ inch thick. A standard paper label reading "DELICATE INSTRUMENTS—HANDLE WITH GREAT CARE," S&A form 438, shall be pasted securely on each of the 4 sides of the shipping case. The top of the case shall be marked "THIS SIDE UP."

The chronometer boxes, with gimbal rings locked in place, or the gimbaled navigating watch boxes with the gimbal ring locks securely tightened, shall be assembled in their carrying cases and shipped separately, not more than 6 in each shipping case.

A non-gimbaled navigating watch shall be placed in its padded box, the box assembled in the carrying case, and the carrying case securely wrapped with heavy brown wrapping paper. The wrapped instrument shall then be packed in a shipping case with at least four inches of new excelsior at the top, bottom, and sides. A standard paper label reading "DELICATE INSTRUMENTS—HANDLE WITH GREAT CARE," S&A Form 438, shall be pasted securely on each of the four sides of the shipping case. The top of the case shall be marked "THIS SIDE UP."



Muzzle Blast (Air Gunners Sch., Hollywood, Fla.)

"The Recognition Department wants to know if you are through with the models."

THE BULLETIN BOARD

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THIS MONTH'S COVERS

Oily smoke marks the end of a Jap cargo ship, one of 32 destroyed by cruisers and destroyers of the 3d Fleet off Mindanao in the first U. S. carrier strike at the Philippines. INSIDE FRONT COVER: A youthful veteran of the submarine service relaxes in his bunk above two sleek "tin fish." OPPOSITE PAGE: Marine planes take off to provide cover for our ground fighters in the Palaus (all Official U. S. Navy photographs). BACK COVER is reproduced from one of the official Navy posters for the Pearl Harbor Day war bond drive.

DISTRIBUTION OF THE INFORMATION BULLETIN

By BuPers Circular Letter No. 162-43 (appearing as 43-1362 in the cumulative edition of Navy Department Bulletin) the Bureau directed that appropriate steps be taken to insure that all hands have quick and convenient access to the BuPers INFORMATION BULLETIN, and indicated that distribution should be effected on the basis of one copy for each ten officers and enlisted personnel to accomplish the directive.

In most instances, the circulation of the INFORMATION BULLETIN has been increased in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each ten officers and enlisted personnel. Because intra-activity shifts affect the Bureau statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required: requests received by the 20th of the month can be effected with the succeeding issue.

The Bureau should also be advised if the full number of copies are not received regularly.

Normally copies for Navy and Coast Guard activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corps, on the present basis of four copies per unit, down to and including the company. Requests from Marine Corps activities should be addressed to the Commandant.

FOR PERSONAL COPIES, SEE PAGE 28.

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BUREAU OF NAVAL PERSONNEL

INFORMATION BULLETIN

DECEMBER 1944 NAVPERS-0 NUMBER 333

VICE ADMIRAL RANDALL JACOBS, USN
The Chief of Naval Personnel

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Official U. S. Navy photograph

Jap BB Yamato flees after two direct bomb hits from Helldiver that got safely back to its 3d Fleet carrier.

OVERWHELMING VICTORY

Jap Lose 2 Battleships, 4 Carriers, 8 Cruisers in 2d Battle of Philippines

The following is the full text of Navy Department Communique No. 554, released 17 Nov. 1944. For an earlier account of the action described here see Pacific Fleet Communique No. 168, p. 48. The Navy Department communique uses local dates.

BASED on reports—necessarily incomplete due to the necessity of radio silence for certain fleet units and the impossibility of having some officers in attendance at evaluation conferences because of continuing operations of fleet units—the following information is now available on the Second Battle of the Philippines:

I

A SERIES of naval engagements and, in terms of victory, ones which may turn out to be among the decisive battles of modern times, were won by our forces against a three-pronged attack by the Japanese in an attempt to prevent our landings in the Philippine Islands.

The fact is known. Progress of the three-day battle which began 23 October was promptly reported to the American public as far as military security permitted. It is now possible to give a chronological and diagrammatic review of the Second Battle of the Philippines, which left the United States Fleet in command of the eastern approaches to the Philippines, providing support for General MacArthur's invading forces and maintaining without interruption the sea-borne supply lines pouring men and munitions into the combat area.

The Japanese are still wondering what hit them. It is impossible, therefore, to identify the composition of our naval forces or to describe the damage—other than losses—suffered by us in the three-day fight. All damage, however, was remediable and some of the United States ships hurt in the fight are already back on duty.

We lost one light carrier, the USS *Princeton;* two escort carreirs, the USS *Saint Lo* and USS *Gambier Bay;* two destroyers, the USS *Johnston* and USS *Hoel,* and one destroyer escort, the USS *Samuel B. Roberts,* and a few lesser craft.

Against this, the Japanese definitely lost two battleships, four carriers, six heavy cruisers, two light cruisers and an undetermined number of destroyers. These ships were seen to go down. So severely damaged that they may have sunk before reaching port, and in any event removed from action for from one to perhaps six months, were one Japanese battleship, three heavy cruisers, two light cruisers and seven destroyers. In addition, damaging hits were noted on six battleships, four heavy cruisers, one light cruiser and 10 destroyers.

The victory not only made possible the continuing supply of men and munitions to General Douglas A. MacArthur's successful invasion forces, but by its magnitude can conservatively be said to have greatly reduced future casualties in both men and water-borne equipment.

Like all battles, this one did not just happen. The engagements, in one of which surface ships slugged it out against each other, and in which the far-ranging carrier-borne United States aircraft both intercepted and pursued enemy ships with conspicuous success, were preceded by a series of other actions which fall into a definite, strategic pattern when reviewed in order.

II

PRELIMINARIES to the show-down battle can be said to have opened with the landings on Peleliu and Morotai, southwest of the Philippines, on 15 September. These landings in themselves were preceded by a two-weeks series of feints and thrusts, by Vice Admiral Marc A. Mitscher's carrier task force of the 3d Fleet, which kept the Japanese forces off balance while

whittling down their aerial strength by some 900 planes.

These successes indicated the feasibility of advancing the date for the invasion of the Philippines, and the date of 20 October was set by General MacArthur in consultation with Admiral Nimitz and approved by the high command.

However, a great deal of hard, tough work had to be accomplished first. As much damage as possible had to be inflicted upon the enemy over the widest available area guarding the Philippines. Additionally, by hitting the Japanese hard, and again and again, the enemy was to be confused, and kept confused, as to the ultimate objective of our far-ranging forces.

On 9 October, surface forces bombarded Marcus Island, and on the following day a carrier task force struck at Okinawa, in the Nansei Shoto group, about 1,500 miles to the westward. The Japanese defenders were caught off base each time, losing 82 planes at Okinawa and 46 ships, not counting 11 probably destroyed.

On 11 October, while the enemy was still trying to figure out what had hit him to the northward, the airplanes of one carrier group swept over the northern part of Luzon, main island of the Philippine Commonwealth, while the other carrier forces were refueling. That strike cost the Japanese 10 to 15 airplanes destroyed on the ground. Enemy opposition was inconsequential.

Three times, in as many days, the United States forces had struck at three different and widely separated strongholds of the enemy. On the fourth day, 12 October, a fleet appeared in the enemy's own backyard, off the island of Formosa, from which the aerial attack against the Philippines had been launched by the Japanese nearly three years before. Our objectives were the 25 to 30 first-class military airfields on Formosa, the airplanes based there, and, of course, any other military establishments on shore and the enemy shipping in the harbors.

Our fleet maneuvered in the vicinity of Formosa for three days, 12, 13 and 14 October. Fifty-five enemy vessels of all kinds were certainly destroyed, and 32 were probably sunk, while approximately 396 airplanes were destroyed in the air or on the ground. On the last day, and on 16 October, Formosa was additionally the target of U. S. Army B-29s, flying from China.



Official U. S. Navy map

The effrontery of the attack on Formosa from the sea provoked the Japanese into immediate counter-action. Strong units of bomber and torpedo planes swept down from the islands of the Empire, to be met and broken up by fighters from our carriers. Two Japanese planes which forced their way through found targets in a couple of United States medium-size ships, which were damaged by torpedoes but which successfully retired to the eastward.

Now comes one of the most fantastic chapters of the war. The Japanese aviators who managed to reach home reported an amazing victory, and Tokyo was quick to claim—for the fifth or sixth time—that the naval strength of the United States had been rendered puny. But, this time, the



PRICE OF VICTORY: Crewmen of another U. S. carrier watch as light carrier USS Princeton burns after being hit by Jap bomb. Later her magazine blew up and she had to be sunk by our own forces.



Official U. S. Navy map

JAP SHELLS fall around USS Gambier Bay, one of the two U. S. CVEs sunk after heroic stand against Jap battle fleet of superior speed and gunpower. Note enemy cruiser circled at right.

Japanese believed their own propaganda, that at least 15 carriers had been sunk and varying quantities of other warships.

A task force of the Japanese navy was sighted leaving the Empire to give the American fleet its coup de grace; but when the astonished pilots of the enemy scouting force saw the size of the healthy opposition deploying to receive them, the Japanese expedition wheeled and ran back to the safer waters of the Empire. Admiral Halsey ironically observed that his ships sunk by Jap radio announcement had been salvaged, and were "retiring at high speed *toward* the Japanese fleet."

On 14 October, our carrier planes began working over the Philippine island of Luzon, and the lesser islands of the archipelago to the south and east, in order to come into immediate support of the amphibious forces approaching for the invasion. Only about 85 enemy planes were bagged in the sweeps over approximately 100 airfields up to the time our carriers, both the large and fast ones and the smaller escort ships, converged in support of the landings of the United States amphibious forces on Leyte. The strategy had succeeded, and the landings were effected by General MacArthur's forces in complete surprise.

III

THE invasion of the Philippines employed a grand-scale use of all arms of modern warfare: land and amphibious forces, surface and subsurface ships, and, of course, a tremendous air coverage.

A look at the chart will show the confusion of islands upon whose perimeter the initial assault was made. They form a maze of channels, of which the two providing the best egress to the Pacific are San Bernardino Strait in the north, between Luzon and Samar Islands, and Surigao Strait in the south, between Leyte and Mindanao.

One of the precautions our forces took against a Japanese incursion from the westward was to post submarines on the opposite side of the archipelago. Early on the morning of 23 October, before daylight, two of our submarines flashed the word to the invasion forces that a strong Japanese fleet was headed northeastward from the South China Sea into Philippine waters—and characteristically reported, also, that they were moving in to attack. They sent four torpedoes in each of three heavy cruisers, two of which were reported to have been left sinking and the third heavily damaged. The enemy forces scattered, and in the pursuit one of our submarines ran on a reef in the middle of the restricted channel and had to be destroyed, after all of the crew was removed to safety.

Later that day other contacts with the enemy were reported, in Mindoro Strait, south of Luzon, and off the mouth of Manila Bay where the reporting submarine badly damaged another heavy cruiser, which managed, however, to limp into the bay.

Thus alerted, the carrier air forces



Official U. S. Navy photograph

BIG JAP CARRIER trails smoke during attack by 3d Fleet carrier planes. Picture was taken an hour and a half before she heeled over and sank.

immediately extended their patrol searches westward over the Visayan Sea and the Sulu Sea. On Tuesday, 24 October, two large enemy fleets were seen making their way eastward. One, in the Sulu Sea, was obviously headed for the Mindanao Sea and its exit into the Pacific, Surigao Strait. It consisted of two battleships, *Fuso* and *Yamashiro*, two heavy cruisers, two light cruisers and eight or 10 destroyers. Our carrier planes attacked and inflicted some damage on the battleships, one of the cruisers and two of the destroyers, but the enemy continued doggedly on the way to the strait, at whose mouth, where it debouched into Leyte Gulf, a surprise reception committee was being assembled.

The larger enemy force of the central prong of attack was initially composed of five battleships, the modern *Yamato* and *Musashi*, and the *Nagato*, *Kongo* and *Haruna*. In support were seven heavy cruisers, one light cruiser and from 13 to 15 destroyers. This task force was also engaged as it steamed through the Sibuyan Sea by the carrier force of the 3d Fleet. One of the Japanese battleships and two of the cruisers were heavily damaged and most of the other vessels in the group received hits. After engaging in a running battle, the Japanese turned back upon their course as if decided not to attempt to force San Bernardino Strait.

While these carrier strikes were being made against the two enemy fleets, our own ships and landing forces were being subjected to a very heavy air attack by hundreds of land-based planes darting out from the Philippines' 100 or more air fields. During these attacks the *Princeton* was hit and set on fire, and so damaged that the carrier had to be destroyed.

Among the attacking Japanese planes was one group of carrier-based aircraft which flew in from the north, so search groups were dispatched from the 3d Fleet to track them down. At 1540 of that same Tuesday, 24 October, two enemy forces were detected coming down from the northern tip of Luzon to join battle. They included two battleships, the *Ise* and *Hyuga*, four carriers, including one large ship of the *Zuikaku* class, a heavy cruiser, three light cruisers and six destroyers. The 3d Fleet, upon receipt of this information, turned to meet the oncoming enemy.

IV

THE United States forces aiding and protecting the landing on Leyte were now the target for three converging Japanese groups totaling, without estimating submarines, nine battleships, four carriers, 13 heavy cruisers and seven light cruisers, and 30-odd destroyers. The stage was set.

Shortly after midnight, our PT boats off the southern approaches to Surigao Strait detected and reported the approach of the enemy's southern force, the one that had been battered but not deterred. The PTs reported that two of their torpedoes had probably struck as many ships, but still the enemy came on. Three hours later, United States destroyers on picket duty in the strait discovered the Japanese coming through in two columns, making about 20 knots. The destroyers attacked, and almost simultaneously the battleships and cruisers stationed at the mouth of the strait opened fire. The enemy was caught in narrow waters, and caught in the fire, too, of five battleships he had accounted as lost in the sneak attack on Pearl Harbor—the *West Virginia*, *Maryland*, *Tennessee*, *California* and *Pennsylvania*, all modernized and more powerful than ever.

The Japanese columns slowed indecisively to 12 knots, and then, as shell after shell from the American vessels found their marks, the enemy tried to reverse course and escape. Of the two battleships, two heavy cruisers and two light, and 10 destroyers, all were sunk except one battleship, one or two cruisers, and perhaps half the destroyers. The next day our aviators dis-



Official U. S. Navy photograph

AFTER THE BATTLE: Friendly Filipinos help PT search for survivors of Jap warships destroyed by 7th Fleet force in Surigao Strait.

covered the battleship and a fugitive cruiser, badly crippled, and finished them off.

Our losses in the entire action were one PT boat sunk and one destroyer damaged.

While the southern prong of the Japanese attack was being obliterated by surface action, the northernmost had been located from the air during the night—and it promptly swung from a southeasterly course to a northerly one. Hot pursuit resulted in a new contact early in the morning of the 25th. The Japanese carriers had few planes on their decks—they had sent their aircraft out against our ships the day before, and the planes apparently had to refuel on Luzon before returning to their mother ships. Indeed, the Japanese airplanes came in to rejoin their carriers while the United States bombers and torpedo planes were sending three of the four ships to the bottom and making the deck of the fourth no fit landing place for anything. Twenty-one of the homing Japanese airplanes were intercepted and destroyed by the fighter cover of the United States forces.

Not only did the aerial assault sink three of the four carriers and damage the fourth, but two of the Japanese destroyers were sent down. The enemy force turned and made their way toward Japan, with some of our ships crowding on all steam to catch them —the remainder of the 3d Fleet units turned south at full speed for a reason about to be made clear. Our cruisers and destroyers quickly overtook the surviving but crippled Japanese carrier and sent it down without effort. During the night one of our submarines intercepted a damaged cruiser and finished it off with torpedoes.

What had caused Admiral Halsey to divert part of his force southward was the report that a group of our escort carriers operating in support of the landings on Leyte was being threatened by superior enemy forces. The antisubmarine patrol of this group of six escort carriers and seven destroyers and destroyer escorts had detected in Wednesday's dawn an approaching Japanese force of four battleships, seven cruisers and nine destroyers. These were apparently the surviving elements of the enemy task force which had been attacked from the air in the Sibuyan Sea and forced to flee westward. During the night the group had traversed San Bernardino Strait.

The escort carriers, silhouetted against the dawn, came under heavy fire from the Japanese force which, in the western gloom and with the Philippine hills providing further concealment, possessed every advantage of position and firing power. The carriers, converted merchantmen, headed off to the eastward into the east wind at the top of their limited speed, launching aircraft to attack the enemy. But the enemy's superior speed and gun power swiftly told. The Japanese continued to close in, hauling around to the northward and forcing this carrier group to head southward, under continuous fire from the enemy's 16-, 14- and 8-inch shells. Japanese marksmanship was poor, and American seamanship excellent, however, and although frequently straddled, our ships were not heavily hit during the first part of the engagement. By 0900, though, despite a sustained air attack on the enemy and the best efforts of the destroyer support with smoke screens and forays against the Japanese, the carriers began to take considerable punishment. One of them was sunk. Two destroyers and a destroyer escort which courageously charged the Japanese battleships went down under the enemy's heavy shells. Nevertheless, the Japanese paid an exhorbitant price for their success, such as it was. Two of their heavy cruisers were sunk, and one—perhaps two—of their destroyers went down under the concentrated counter-attack from surface and air.

Still the enemy pressed his advantage, and by 0920 the carrier group had been jockeyed into a situation with the Japanese, only 12,000 yards distant, and in position for the kill.

Then, suddenly, the enemy ships hauled away, gradually widening the distance, and to the astonishment of the battered American forces, broke off the battle with a final and harmless spread of torpedoes before steaming over the northern horizon at high speed, trailing oil from pierced hulls as they fled.

What had happened can be reconstructed from the events already reviewed. The Japanese admiral, with a costly local victory in sight, received word of the destruction of the southern force in Surigao Strait and the utter rout of the northern force with the destruction of its carriers. He had to get back through San Bernardino Strait, or face annihilation.

Further, though the Jap may not have known it, we had a battleship and cruiser force—a part of the 7th Fleet—in Leyte Gulf for the purpose of protecting the transports and landing craft from any enemy force attempting to destroy them. This was the force which so completely defeated the Japanese southern force before daylight in the southern part of Leyte Gulf, almost annihilating it—and which was still available—almost unscathed—to prevent the entrance of the central force.

The vanguard of the returning 3d Fleet units caught one straggling enemy destroyer before it reached the strait and sank it. Early the next day air groups from our carriers ranged over the Sibuyan Sea and continued attacks on the fugitives, probably sinking one heavy cruiser and a light cruiser.

Back at the scene of the attack on the carriers, the Japanese continued to harass the American ships with land-based planes, resulting in the sinking of a second of the CVEs, but the Second Battle of the Philippines was over and decisively won. The enemy fleet had sustained losses and damage which materially weakened their over-all naval and air strength against the final drive of the United States forces against the Empire.

We must not, however, allow ourselves to feel that this victory effectively prevented any reinforcement of the Jap forces on Leyte and Samar, because he can still, by the very nature of the geography of the islands which afford protection and hiding places for short, fast transportation runs, continued his reinforcements at an increasingly diminishing rate. He *cannot*, however, prevent our own reinforcement and supply of General MacArthur and his gallant troops. Our naval and air forces will continue to insure the control of these sea approaches to the Philippines and the effective support and supply of our troops.

The 3d Fleet was under command of Admiral William F. Halsey Jr., USN, during the operations, and the 7th Fleet was under command of Vice Admiral Thomas C. Kinkaid, USN.



ONE STEP

The following article is from a combat report recorded on sound film by the Office of Naval Records and Library, as related by a naval officer stationed in Hankow, China, a few days before the Jap attacks on Pearl Harbor and the Philippines. Today it's our side that is smashing its way through the Philippines; here's what it was like when the tide was running the other way.

ABOUT the 27th of November, 1941, we left Hankow to come down the Yangtze river in a gunboat. None of us had the foggiest idea what the situation was up there, but we knew it was pretty serious. We had about six different kinds of "blow up ship" bills, "burning ship in shallow water," "destroying ship in deep water," and "burning ship when beached or when alongside a dock."

But on the 27th, we got word to liquidate the "go-down" up there, the Navy stores and so forth, and beat it on down to Shanghai.

At 1100 on the day we picked out to sail we sent word up to the Japanese, as it was the usual custom there to warn them we were leaving, and told them we were going to sail at 1300. So at about 1255, down the beach at full speed comes a Japanese four-striper with a sword about five feet long. He hopped on board.

"Nothing doing, my friend," says he in Japanese. "You can't leave unless you have an escort. We can probably arrange it in a week, 10 days at least."

We knew in 10 days it would be too darn late. The captain told the Jap, "Unless you want to ride this gunboat down to Shanghai, you'd better ease off on the beach here, because we are going to shove off in five minutes."

The Jap changed his tune right away. He apparently had two or three plans ready, for he said "Well, if you just give me a boat to get back to my gunboat here, I'll get under way right away and I'll escort you down there. You've got to have an escort because you don't know what the Chinese will do. There might be mines and all sorts of terrible things."

We gave him the boat and, by golly, they were under way about 10 minutes after we were.

So there we went, a Jap sloop ahead of us, and the next the USS *Wake* and next the Jap gunboat.

About two nights down we invited the Japs over for the movies. We couldn't travel on the Yangtze at night, so we anchored and the skipper went over and in the midst of the blackout there on both ships, invited the Japs over for the movies. They came, about nine of them, and their skipper was just absolutely a caricature of a Jap; you know the kind, with teeth that stick out and what hair he had left had been worked over with a clipper like a poodle in the summer.

When we got down to Shanghai, there were the other two gunboats, the *Luzon* and the *Oahu*, all boarded up—their awnings furled and the doors

AHEAD OF THE JAPS

A Naval Officer's Dramatic Report on the First Weeks of the War— Dodging Japs from China to the Philippines, Java and Points South

boarded over and the hatches nailed down, and two or three holes cut in the roof of the cabin so you could get in and out.

We left Shanghai aboard the *Oahu*. Everything went fine for about a day. We ran into some terrible fog and had no navigation equipment to speak of. We got down to Formosa finally, and by that time a fairly strong sea had blown up.

We were met by two of the minesweeps, presumably sent up to take care of us. So having picked up our two rescuers we made our next burst of speed down to the Philippines and got there on the 5th of December.

As soon as we got in, being a spare pump handle on the *Oahu*, I was ordered over to command a schooner. She was a typical South Sea Island trader built about 1914 in San Francisco. She was about 75 tons, and about 75 feet long. Had a little kicker in her, which gave her about five knots with a tail wind, and a full set of very, very worn-out gray and rotten old sails. Here she was over in the Navy Yard, not a soul on board, and I had a set of orders in my pocket to equip her with a crew, and arm, provision her, get fuel and water and so forth, and report in 24 hours that I was ready for sea.

We got our crew, about 15 Filipinos and two native and one American radiomen and a radio set, got us a three-pounder mounted on the fantail and a couple of machine guns, and loaded her up with salmon and rice, because the Filipino boys didn't like anything else. I dashed on back and said that I was ready to put to sea and where did they want me to go.

Then they broke the news that I was going over to Camranh Bay. I got a haircut, dropped my baggage off at the Navy Yard, and picked up a little voice radio set so that I could hear what news was going on. That by the way was our only link of communication with the outside world for the next three months.

We got under way. I broke the news to my shipmates after we were outside the harbor, too far away to swim back. That was on the 7th of December, 1941.

About 0300 on the morning of the 8th, the radioman came down with a message that said "Plan Three" or some such number "was in effect." It didn't take long to dope out what Plan Three meant, and by the time I got squared around on the new course, a 180° reverse, the word came to return to Manila. Very welcome words, so back we buzzed at our top speed of about six knots.

When we got back the only difference I could see as far as Manila was concerned was that you could now go over to headquarters in shorts and didn't have to wear full uniform any more. Nobody seemed to be very excited. You could still go over to the Army-Navy Club, although I never had time myself. No airplanes appeared and it looked like one of these phony wars again like they had on the Western Front for awhile.

They couldn't figure out quite what to do with the yacht. They had no place to put me, so they said, "Come on in and get a mine picker-upper, one of these asdic affairs, fixed on your bow and you can go out and hunt for magnetic mines in case they drop any." So I went into the Navy Yard on the 10th, over at Cavite, dropped anchor about 300 yards from the beach and putt-putted over to a friend of mine's ship, a minesweep, and had lunch with him.

Along about 1245 when we were listening to the news from the American station in Manila, the air siren went. Filipino boys chased everybody out, and my friend had to button the place up. So I eased onto the shore and went over under the receiving station shed right where the *Canopus* used to tie up and this time, no fooling, there were about 45 to 50 Japanese planes 'way up in the air about 15,000 feet.

They started coming over our way, and two or three air-raid wardens herded us all up toward the dispensary. By that time the planes had made one dummy run. Some of them had branched off and made another run down over just where we had been sitting under the roof of the receiving ship and dropped a whole string there. One hit a little tug right off the outboard side of the submarine tender that was anchored there and obliterated it. It simply disappeared, as if you'd put a blotter on top of a drop of water.

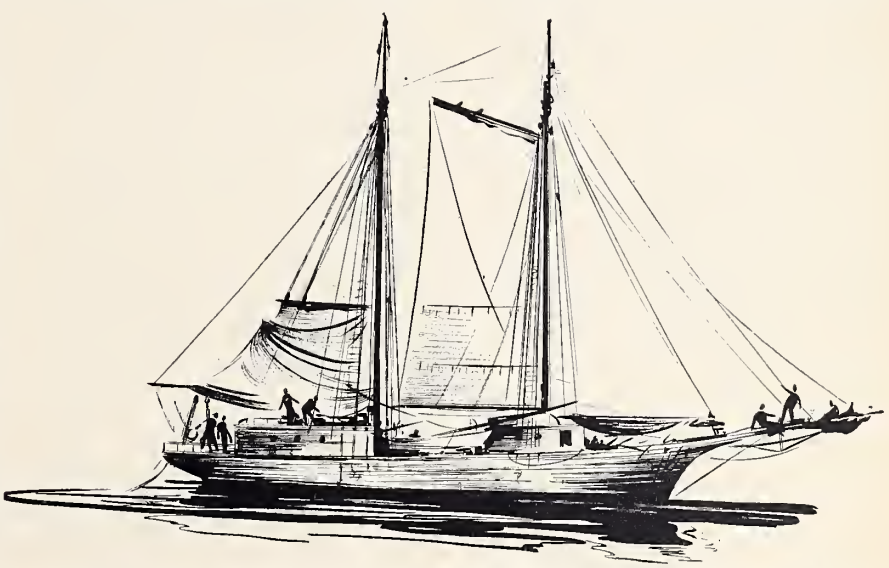
Two or three bombs hit the sub tender, the *Otus*, already under way. One hit right smack down the hatch of a submarine; nobody aboard apparently. Another one hit the crow's nest of the *Peary* and just made an ice-cream-cone shape string of fragments, polishing off everyone on the bridge except the captain. It filled him with holes like a sieve, but they were all small ones apparently, not anything that was a lasting injury.

Then they made another run. Meanwhile I had moved up from the dispensary to the next station. The next run got the dispensary and the commandant's house.

The third run went over the ammunition depot. I had meanwhile moved one more step up the yard and missed that one and finally got as far as I could upon the San Felipe ferry pier. They went clear over on that run and didn't get any of us, all bombs landing out in the water.

The yard was a blazing inferno. Torpedo warheads were popping down in the other end of the yard, and their brightwork was making a merry fire. There were two or three motor launches off San Felipe ferry pier, covered-wagon affairs that used to run over to Manila, and each one had about 35 or 45 wounded on top.

Everything in the yard had opened up at these planes at 15,000 feet—.30-cal. machine guns, .50-cal., three-inch. About 1700, I guess, I managed to get back to another one of the tug-



THE LANIKAI took the author from the Philippines to Australia. A South Sea Island trader, she was built in San Francisco about 1914. With her kicker, and a tail wind, she could make about five knots.



AFTER THE BOMBING of Cavite, the Lanikai headed for Soerabaja, first picking up some fuel oil for her diesel from the sub tender Canopus. Friends on the Canopus wished them luck, but said, "For God's sake, don't be a fool and sail off in that crate. You'd better stay here where you'll be safe."

boats in a minesweeper's motorboat.

I was sent out to patrol the mouth of the bay. I'd sail back and forth all day and I was supposed to report if I saw a periscope. Needless to say, none ever showed up. That went on for about three or four days and then I went into Manila. Got word to pick up the staff and carry them over to Mariveles. This was in the midst of an air raid about every two or three hours, I guess—the Japs had complete control of the sky and were trying to get the merchant ships that were still in the harbor there. These were slipping out each night, two or three at a time.

I went over alongside Pier I and they were evacuating the typewriters, files and other paraphernalia that finally got sunk on the *Pecos*.

The Admiral (Admiral Hart) had decided to go down south and direct things from Soerabaja. It was decided that the *Lanikai* would take some of his staff, including the flag lieutenant.

Then, with a few other newcomers, off we all went to Mariveles about three miles away and picked up what chow we could.

Over at Mariveles everything was in the same sort of confusion that we found in Cavite—sort of orderly disorder. The 4th Marines had just come in and there was stuff all over the place. You could have anything you wanted—a machine gun, a little push-cart, a bag of rice, anything that you had strength to carry off.

Amongst the ruins we found about 15 or 20 10-gallon cans of green paint which we grabbed. Out in the bay we picked up three or four barrels of gasoline floating around, that had been on some torpedoed or bombed ship. We spent the rest of the afternoon frantically swabbing the green paint on this white yacht with swabs or anything else that we could lay hands on.

Our final guess was to go over alongside the *Canopus* and beg, borrow or steal some fuel oil for our diesel. They didn't want to give us any but we finally got a barrel or two out of them.

Everybody was waving at us, wishing us their very best and saying "For God's sake don't be an utter fool and sail off in that crate. You'd better stay here where you'll be safe. Stay on the *Canopus*."

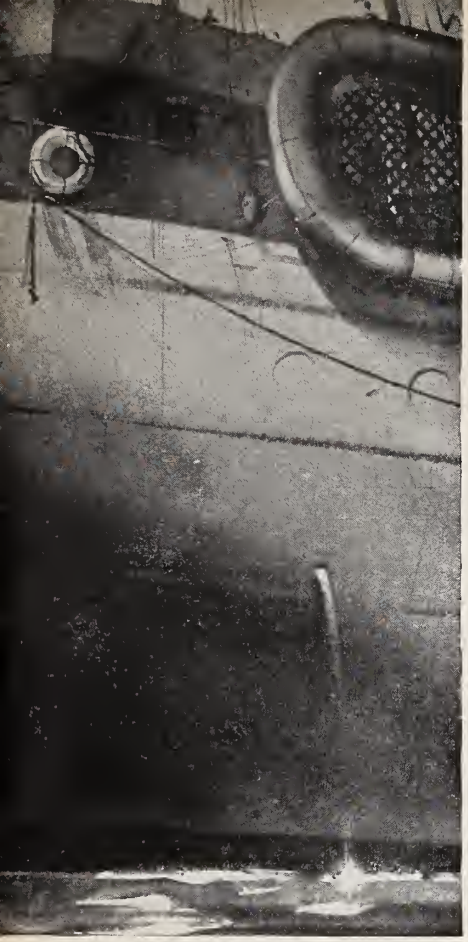
We got away about 2000 that night, the *Peary* and ourselves, the last two surface ships, I believe, that got away. At that time we had myself, the skipper, the four passengers, about 15 Filipinos in the crew and about 50.000 of the biggest cockroaches in the Philippines. I never saw such things. We didn't have any rats (which caused some concern to some of the famished passengers, by the way) but we had cockroaches to make up for it. We used to catch them in buckets. Put corn meal in half a bucket of water, and the cockroaches would hop in, thinking it was a bucket of cornmeal. By morning the thing would be filled with cockroaches.

We made it down to Makassar in about two weeks. We'd sail during the night. We'd make our plans well in advance so that around sunrise we'd be off what appeared on the chart to be a fairly good cove that we could get into and hole up during the day. We'd go right alongside the beach if we could. The first official move, of course, would be to try to contact some Filipinos, all of whom beat it to the hills the first time they saw us because they thought we were Japs. We were never able to do any more than chicken trading with the men.

The Japs flew over us every other day or so, but if they ever saw us they probably thought we were harmless. Fortunately we had the foulest sort of weather going across the Sulu Sea. three days out in the open, and as we were going by Jolo, we went by at night. There was a lot of activity over there, searchlights and a little booming. We discovered later that it was a Jap battleship and a couple of destroyers and what not bombarding Jolo and about to go ashore.

Meanwhile, all this time from Manila we hadn't seen a soul who could give us any info on the war. We still were listening with our little two-bit radio that we picked up in Manila. The radio we were supposed to use had never given a squeak coming or going. We never got anything out of that.

We got down to the first port on the Celebes, and our Dutchman went ashore and made peace with the



natives, telling them who we were. The natives were very keen that we should go over to a telephone about 20 miles from there. They said it was a very short ride on the bike, and would only take us a day or two.

After swapping a few chickens and getting some coconuts, we went on down to the next port, where we were met by a Dutch gunboat. The skipper was out on the bridge and wanted to know who we were. Were we Japanese or were we on their side?

We roused the Dutch naval officer we had aboard and he gave the news across to the gunboat, which was then within easy range of our powerful three-pounder. He convinced them we were okay and that we were friendly. We got into port and over came the Dutchman to congratulate us on how well one of our officers spoke Dutch; he could almost be taken for a Dutchman.

Then he said, "You know, we got the most peculiar telephone call from Sabang up the way here. They said a Japanese ship had just come in and had two or three Germans on board, one of whom spoke fairly good Dutch, and they are on their way down the coast. They wouldn't come over and telephone." They were very much relieved to learn that we weren't the spearhead of the Japanese invasion.

We got some charts from these fellows to get us through the reefs around Makassar, and went trailing down through some of the most beautiful coastline I've ever seen, a million small islands about 40 to 50 feet across and with palm trees—just the sort of business you'd see in Dorothy Lamour's movies.

About every second night there was some port we could stop in, with maybe 50 people, two of them would be native Dutch, and all delighted to see us. They were glad to see any outlander at all. They'd give us some schnapps and come out on board ship for chow, and said not to come ashore as malaria was rampant and it was no use to expose ourselves.

We got down to Makassar and were delighted to find some place that looked almost like Manila. It was a gorgeous place, laid out in beautiful straight lines, palm trees, wonderful club, lots of automobiles, carriages, lots of Dutchmen, including a governor general, and two or three houses that were built by the Portuguese about 300 years ago, simply museum pieces. It was just like you'd reconstruct a South Sea Island city if you'd never seen one.

We fueled and gassed up and got free food and free ice and everything we could carry, including a few fish. We tried to pay for it, but they said nothing doing, this is on reverse lend-lease, pay for it after the war.

They said, "Watch out, though, on the way down. There is a Japanese submarine right south of here."

We fired two or three shots to reassure ourselves of the three-pounder after we got outside the harbor and off we went.

Fortunately we didn't see the sub on the way down. We ran through two nests of islands on the way, with the most beautiful water where you could see down about 50 feet, absolutely crystal clear. We saw a few sharks around so we didn't swim in it. Anytime we'd show up, the native villages would be deserted, without a sign of life.

By the time we got down to Lombok we were about at the end of our rope as far as water, provisions and everything else were concerned. We went in and anchored, and sent a party ashore in a boat with some Filipinos and some of the white petty officers. The party was met by some natives on the beach, very friendly and making signs and offering coconuts. We made friends and they rounded up chickens and coconuts for us.

We wanted to get away that night, but meanwhile we'd run hard and fast aground. Finally, by throwing over the side our sandbags that we'd plastered the deck with for "armor plate," we got off the next day and shaped our course for Bali.

Getting into Den Pasar, a beautiful little harbor, we were met with all sorts of fanfare. The Dutch had heard from Makassar that members of the commander in chief's staff were on the way so they felt that the thing to do, of course, was to have the resident over there to meet us, the Governor General of Bali. When he wanted to know where the staff was, we produced the staff right quick. We didn't see any reason to disappoint the Governor General. It took about three days to get our engines fixed, during which time we had a pretty comprehensive tour of Bali and found out later that all hands except the skipper and three others got thoroughly affected by malaria.

We went back around the north coast of Bali and finally got over to Soerabaja, where the air of peace, quiet tranquility and lack of realization of the war was just exactly like it had been in Manila. There were tea parties, lots of beer and big crowds in the hotels. That went on very cheerfully for about a week until the Japs found out about it. Meanwhile we were lying peacefully in the harbor there, having been in drydock, had our bottom scraped and come out again.

The first bombers came over and blasted the navy yard. The day before the Japs came, there had been about 17,000 workers in the yard. The next day there were 3,000. That was long before Java fell, but right there was the end of the Soerabaja Naval Base. A British destroyer that had rammed and sunk a Jap submarine was in there being repaired, and the Dutch cruiser *Sumatra* was there.

The *Marblehead* eventually came in after having just missed the action that four destroyers were in against the Japanese convoy off the Celebes. The whole place was crowded with shipping, about 30 or 40 merchant ships, British, American, two or three Australians, all different nationalities.

It became apparent about that time, after the performance of the native troops at Singapore and at Java, that maybe there was something to our Philippine policy after all. All the Filipinos didn't fight, and there was fifth columnism, but the regular Filipino troops really fought like tigers. There is just no description of their loyalty, especially their officers. I had this 15-man Filipino crew and I don't care what the situation would be, I would like no better than to go into the toughest places with Filipinos. If they are loyal there is absolutely no limit if they like you, and if they think you are doing some reasonable job. They probably wouldn't go out as hired mercenaries, but they thought they were fighting for the Filipinos and they really scrapped.

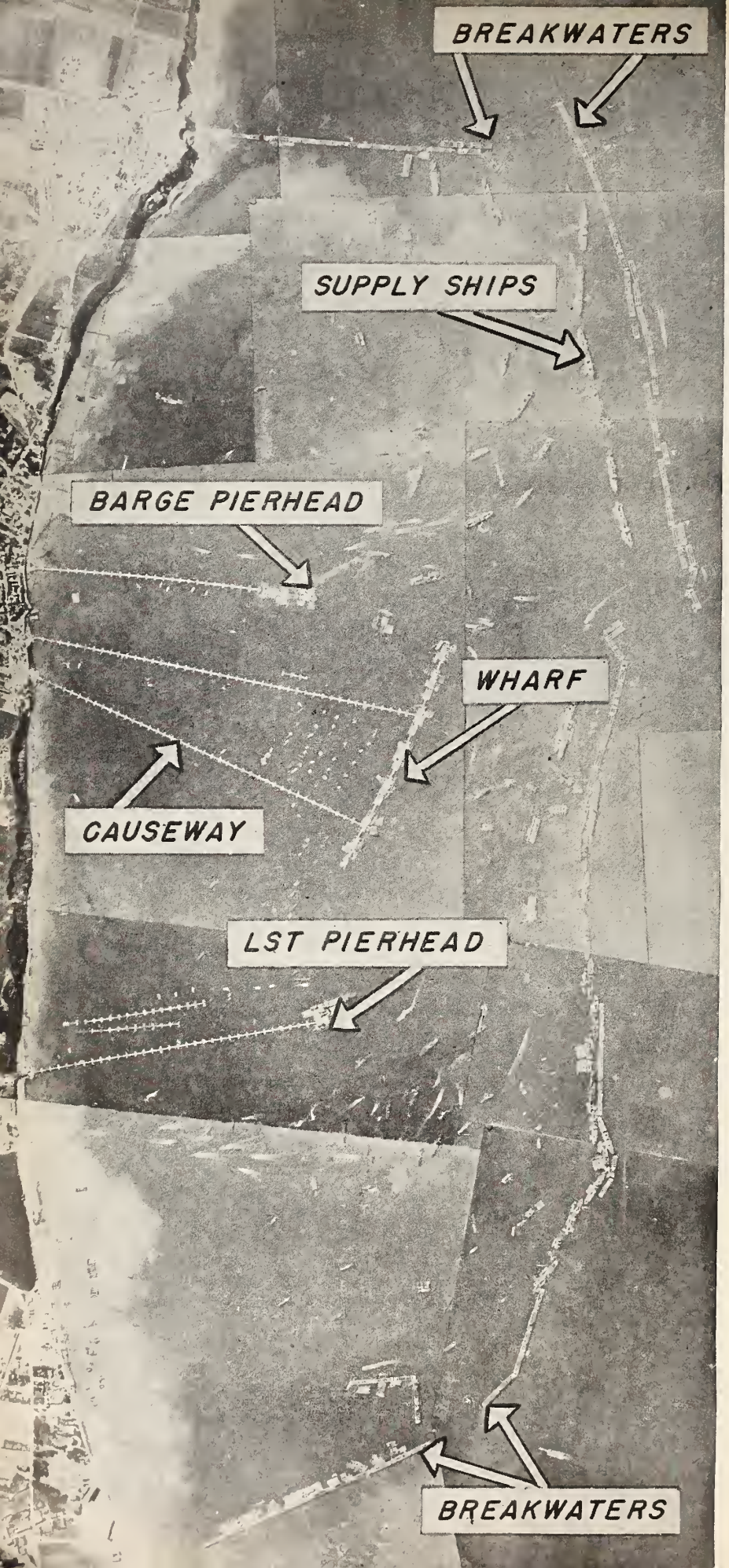
It finally became apparent that the goose was cooked in Java. The same faithful flag lieutenant who was still unemployed up in headquarters said, "Boys, it's time to take it on the lam again, you've got about a day." So he appeared on board ship and off we went.

We went round through Bali Straits, which has about a four-knot current one way, and six the other way. You have to sort of choose it when your ship's top speed is about five. We went through and anchored on the other side for the day.

That night the whole island of Bali was lit up like Coney Island. We discovered later that the Japs had landed that night, and the Dutch had gotten busy and were burning all their installations. I remembered once more what debt I was in to this flag lieutenant for saving my skin a second time.

We went on down around the south coast of Java on our verbal orders to go to Tjilatjap, there being no other place to go to, stopping in about every 150 miles, I guess, to these small indentations in the coast, beautiful bays, just the thing for a submarine, and steep, too. You'd go alongside, tie up to a tree, and there'd be monkeys

(Continued on Page 64)

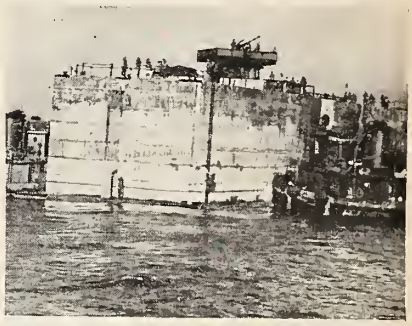


Mulberries:

ON these two pages are the first photographs released of the "Mulberries"—artificial harbors prefabricated in England, towed across the Channel last June and put together off Normandy as supply ports for the Allied liberation of Europe (INFORMATION BULLETIN, Nov. 1944, p. 45). Assembled aerial views at left (British official photograph) show Liberty ships and smaller craft sheltered in the British Mulberry at Arromanches-les-Bains. Photographs below and on the next page show the U. S. Mulberry at "Omaha Beach," near Colleville, mangled by a storm the day after completion but since partly restored.



SUNKEN SHIPS form one sector of breakwater for American Mulberry and provides mooring place for small craft.



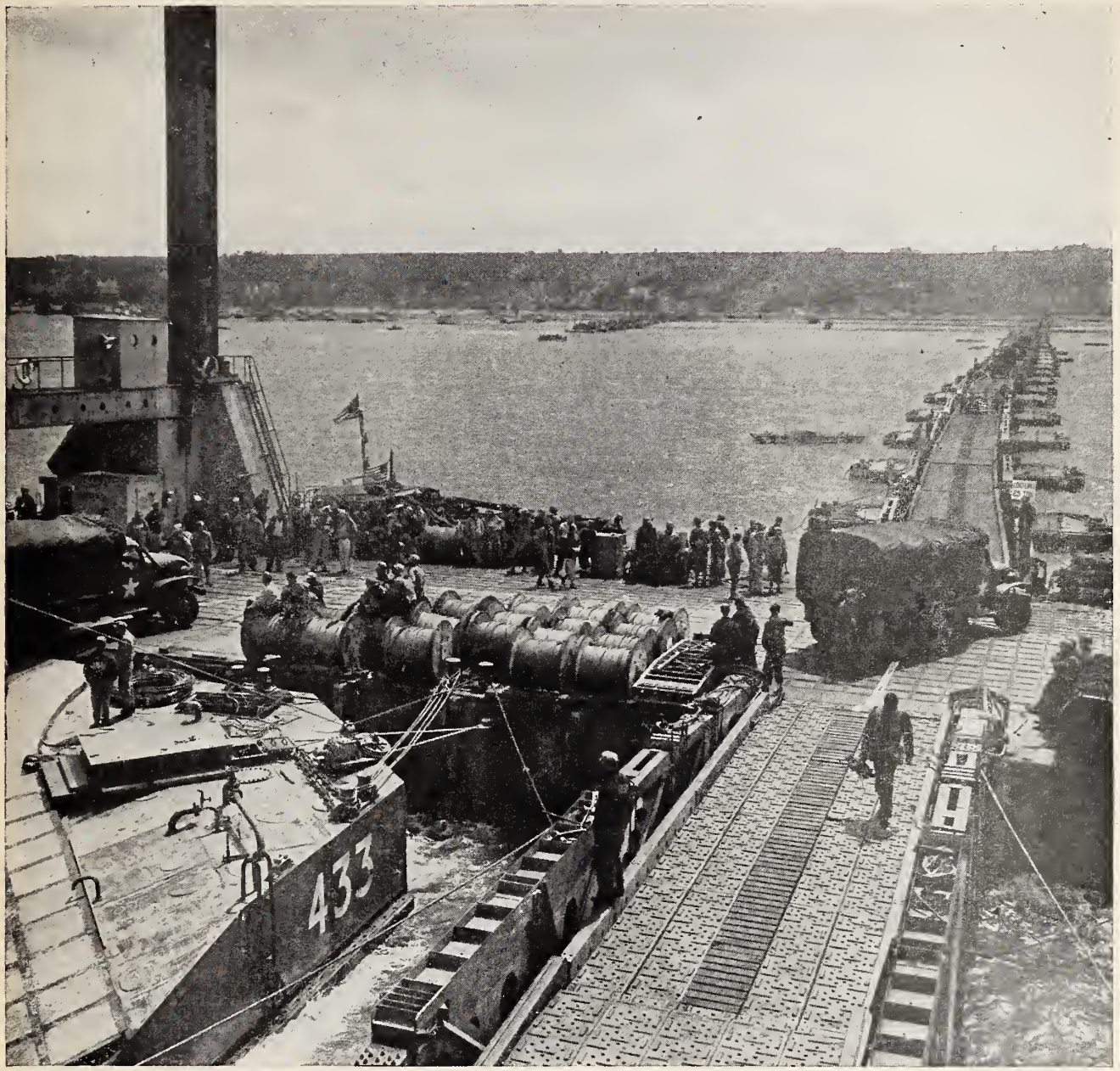
PHOENIX, a concrete blockhouse mounting AA guns, is pushed into place before being sunk as part of breakwater.



Official U. S. Navy photographs

FLOATING BREAKWATER, moored between phoenixes, protects an entrance to the harbor.

Portable Ports Helped Free France



Supplies are unloaded at Loebnitz pier and roll ashore over pontoon bridgeway that falls and rises with tide.



CAUSEWAY, one of several, slopes down from beach to floating pier-head for unloading landing craft.



Official U. S. Coast Guard photograph

STORM that wrecked U. S. port beats against sunken freighters forming part of the breakwater.



Official U. S. Navy photographs

WRECKED Mulberry and landing craft after storm. Seabees cleaned up, partly restored port.

WAR GAME

CHRISTMAS PRESENT

Here is a brand new game which ought to help settle all arguments about how good you'd be running the war your way. The game is all yours as a present. Of course, there's a slight catch to it. You'll have to make it yourself—but the materials are few and the construction is simple.

GENERAL IDEA: You are actually commander-in-chief fighting a war when you play this game. At your command are all the forces of modern war—sea, air, and land (and you may form amphibious or paratroop forces); you have colonies to protect or capture; resources control your activity; neutral territory can be respected or violated; your battle zones are global. Your forces move the same way they would in actual warfare. (For instance, Army units travel on land, and do not go across oceans except on Navy units.) If you wish, you may talk propaganda to deceive the enemy; kibitzers may act as spies or fifth columnists or a general staff. You start off even and luck has nothing to do with it; if you are a better strategist (arm-chair or professional) than your opponent, here is a chance to prove it.

YOUR FORCES:



You have:

8 ARMY units, which may become paratroops or amphibs.

6 AIR units, which may become troop transports or paratroop carriers.

4 NAVY units, which may become aircraft carriers, amphibious landing craft or troop transports.

These units are all considered *tactically* equal, the side with the element of surprise or offensive having the advantage. As commander-in-chief of your forces you are concerned with *strategy*—with whether you want to fight a land or air war, for instance, where and when to invade, when to risk a sea battle, etc.

YOUR RESOURCES: One of the prime considerations of strategy being logistics, you will have the problem of allocating your resources and supplies, symbolized by "tankers of oil." You get 20 tankers *each time* it is your turn to play, or each "day." It costs you one tanker of oil to move any one piece one square. You can burn up your oil as you like (move one piece 20 squares, or two pieces 10 squares each, etc.)—use it all that "day," or save some or all of it for future "days," for instance if you are planning a large-scale amphibious invasion which requires moving a large number of units a great many squares at one time. (The tankers are symbolized by poker chips or similar counters, of various denominations; take 20 chips from the stack at the beginning of your "day," and when your "day" is finished, put back on the stack as many chips as you have burned up by your moves.) If you keep your left-over chips hidden from the enemy, he probably will soon lose track of what resources you have and thus not be as capable of anticipating your future moves. (But, of course, if *your* Intelligence is any good, *you* will keep track of what resources *he* has.)

THE BELLIGERENTS: The two countries at war are Redland and Greenland, as indicated on the "map," or playing board (*see top of opposite page.*) The countries are divided by three small neutral countries together known as "Neutralia," and are otherwise surrounded by water. Each belligerent country has an island colony and off the shore of each colony are two blockade bases which control the waterways between the mainland and the colonies and in enemy hands deprive the mother country of resources and supplies. You are the commander-in-chief of the combined forces of one or the other of these two countries.

AN "INCIDENT": You roll dice or flip a coin—and the winner gets the choice of the first move. (If you fight more than one war, the loser of the previous war starts the next one: losers of wars notoriously begin the next one.)

TO WIN: You can win the war three different ways, and part of your strategy is to figure out which way is best under changing circumstances as you go along:

BY INVASION

If you can get four of your *Army* units in the squares of the enemy capital at the same time, the war is over—even if he could knock you out in his next move.

BY SEIZING RESOURCES

If you can capture the enemy's colony by getting an *Army* unit in his colonial capital, and can also place a *Navy* unit on each of his blockade points, all at the same time, the war is over—even if he could knock you out in his next move. (However, if he has an Army unit in your colonial capital at that time, he is getting *your* resources; therefore, you must also control your own colony to win by this method.)

BY ATTRITION

When you have reduced the enemy forces to such an extent that *he* cannot defeat *you* by the above methods, you have won the war. With less than 4 Army units and less than 2 Navy units, he is defeated, no matter how many Air units he has.

The inventor, who has applied for a patent on this game, has permitted publication here so that naval personnel may make the game for their own use. Commercial rights are reserved. Material on pps. 12, 13, 14 copyright, 1944, by J. B. Lieberman.

THE DIFFERENT WARS

Using the same basic rules (*see next page*), you can fight any kind of war you wish—the versions below, or others you may agree upon to provide handicaps, etc.

DECLARED WAR

The standard, quickest version of the game is a "declared war." To play, both sides first mobilize according to the plan shown at the bottom of this page. It is presumed that each side is thus at total strength, and that each belligerent has deployed his war machine to best advantage, awaiting only an "incident" to begin actual fighting. Roll your dice or flip the coin, and start fighting by the basic rules.

WAR OF NERVES

Instead of beginning the game by placing the pieces for a "declared war," a "war of nerves" may be played as follows:

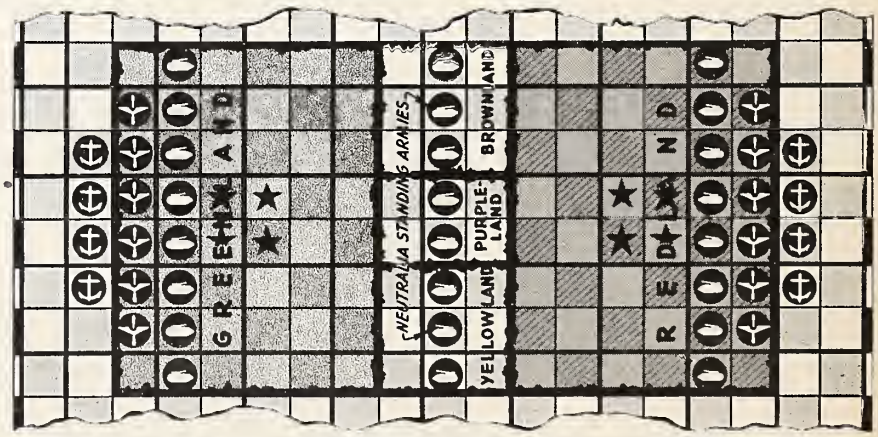
Put the Neutralian standing armies in place. Then, while the board still has no belligerent pieces on it, create an "incident" to determine who begins arming first. Then, each side taking turns, put two of your pieces at a time on the board. Army and Air units may be placed anywhere on your mainland or colony, or on your Navy units; the Navy units must be placed touching the shoreline of either your mainland or your colony. (Once a piece is placed on the board, it cannot be moved until the fighting actually starts.) You also store away 10 tankers of oil each turn. Then when all pieces have thus been placed, create another "incident" to see who makes the first overt act, i. e., who gets the regular 20 tankers of oil first and has the first "day." (If you have deployed your forces planning on the first move, and are attacked instead, that's too bad!)

Then battle according to the basic rules.

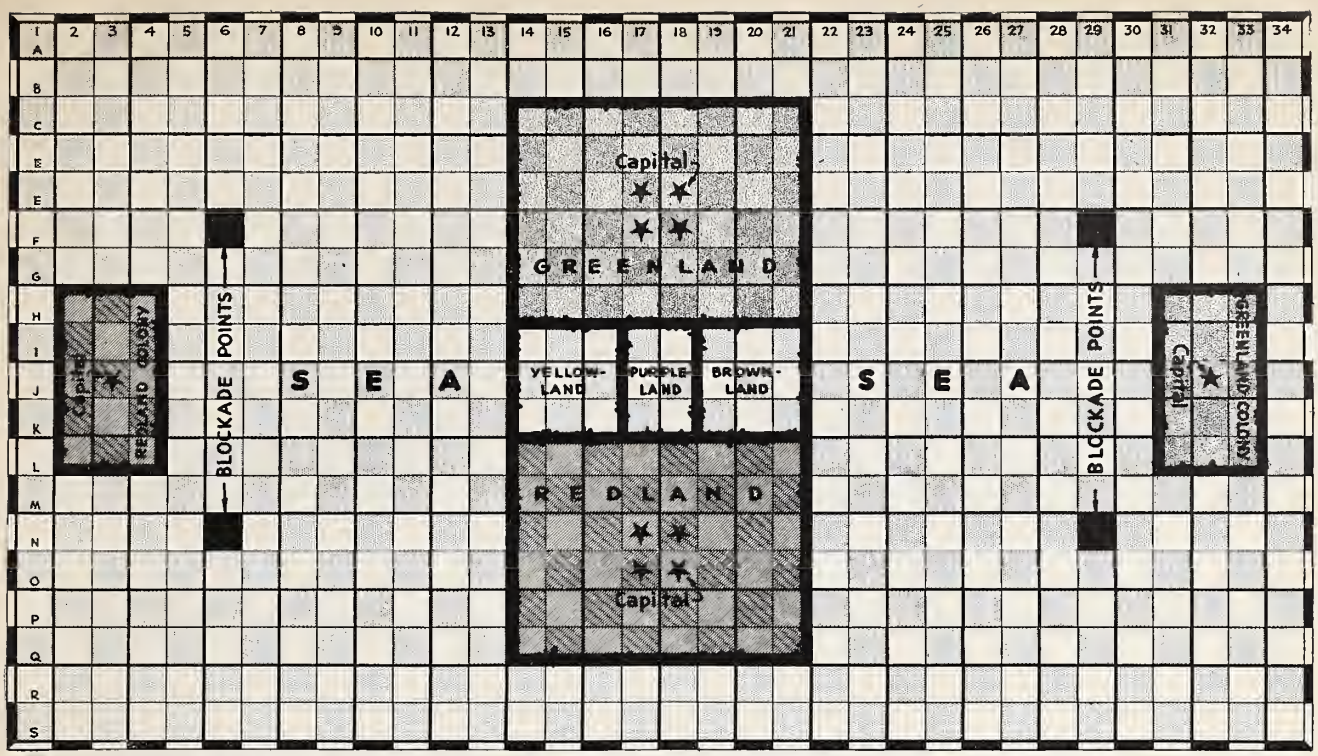
NOTE: Unless it has been specifically agreed at the beginning *not* to play the "undeclared war" or "blitzkrieg" (see below) variations, either player may change the "war of nerves" variation into the "undeclared war" or "blitzkrieg" variations at any time he wishes.

UNDECLARED WAR

Begin as though you were playing the "war of nerves" variation. Then, at any point while the pieces are being put on the board, you may start fighting by attacking one or more enemy pieces, moving your own pieces according to the basic rules.



DISPOSITION OF FORCES is shown for declared war version. Each belligerent has 4 Navy units touching shoreline; 6 Air units on land next to the Navy units, and 8 Army units next to Air units. The Neutralian standing armies are in the center line of their countries, whether declared war or any other version is played.



'MAP' or PLAYING BOARD is shown above. Actual size of the board is approximately 12 inches by 24 inches to make each block 11/16-inch square. The units or pieces, cut from round (doll) sticks, are 3/8 of an inch in diameter, but pieces of other sizes and shapes can be used, so long as the board is made big enough to hold them. Countries, colonies and pieces are colored to match names of countries; the oceans may be colored blue. Alternate light and dark shadings on the board are only for convenience in counting and determining diagonal lines; you play on all squares alike, not as in checkers. The longitude and latitude lines are similarly for counting and determining horizontal and vertical lines, and have no other significance. The numbers and letters along the two sides are to identify moves when the game is played by mail, semaphore, etc. Black squares are the blockade points. Stars indicate the various capital squares. Board sits so that player's own colony is at his left (drawing above is as seen by Redland player).

Your enemy is likewise free to take overt action any time he wishes. You continue arming until all of your pieces are put on the board, two at a time (but pieces once destroyed in action can *not* be put back on). And, unless the enemy has your colonial capital, you continue receiving 10 tankers of oil each turn. (If he has your colonial capital, you get none and must fight on with your stored supply *(see next page)*; if you have his, you get 20.) When finally all of your pieces have been placed on the board, you begin receiving 20 tankers of oil each turn (unless, of course, the colonial capitals are occupied or the colonies blockaded).

NOTE: Because there is a training period involved, a piece cannot be moved during the turn in which it is placed on the board.

BLITZKRIEG

This is exactly the same as "undeclared war," except that you must win the war in the very first turn in which you take overt action.

ALLIES

Where more than two persons (or two general staffs) desire to play in the same game, all the participants divide into two sides and then all take turns playing according to the rules of any of the variations above. For instance, A and B as Redland oppose C and D as Greenland. A wins the "incident" and plays first for Redland; C then plays for Greenland; B plays for Redland; D plays for Greenland; A plays again, etc.

A and B can tell each other (provided they speak so their opponents can hear) what they have in mind, so they won't try to run the same forces on a split strategy—but of course the enemy can hear and act accordingly. (Of course, too, the conversation might be propaganda to deceive the enemy.) On the other hand, if one Ally does not know what the other is doing, he may (as in Bridge) in effect trump his partner's ace, ruining his strategy.

WAR OF CONQUEST

Since wars are not necessarily fought only for revenge, but sometimes for simple spoils, any of the variations above may be turned into a war of conquest by applying the following point system, with the player accumulating the most points during a period of play being the winner and receiving whatever prize is provided.

	Points
The winner of each war receives:	
For winning by blitzkrieg, or winning a declared war in 5 turns or less	1,000
For winning an undeclared war before all the pieces are placed on the board, or winning a declared war in from 6 to 10 turns.	500
For winning in any other way	200
For each unit left on the board.	20
For each tanker of oil unexpended	1
The loser of each war receives:	
For each unit left on the board	20
For each tanker of oil unexpended	1

THE BASIC RULES

While the rules which follow may seem long and complicated, actually you will find them fairly simple once you see that they are devised to give the pieces the same capabilities and limitations as the comparable units in actual war—and also to take into consideration the time factor involved. Since speed, distance and mobility are calculable factors in war, there is a similar element here: by the rules, Army and Navy units cannot change course during one move. And since planes cannot fly indefinitely, the rules provide a maximum flying range for Air units. You will find you are fighting a war by the same general rules that govern real wars—rules you more or less already know.

TO MOVE YOUR UNITS

It costs one tanker to move any one piece one square. Pieces move as follows:

ARMY units can move as many squares as desired (if you have enough oil) anywhere on land, in any one *straight* line in any direction, including the diagonal. They cannot change directions in the same move.

NAVY units move exactly as army units, except that they move at sea.

AIR units move either 2, 4, 6, 8 or 10 squares. (This is to represent the limitations of aircraft—weather, need for airstrips, etc., and flying range.) Unlike Army and Navy units, Air units can change direction in flight as desired, so long as they make such changes on the even square—they cannot turn on the 3rd or 5th square, etc. Air units must come to rest on land, or on ships at sea (thus becoming aircraft carriers—*see next page*). If an air unit lands on water otherwise, it is lost. Air units cannot land on the blockade bases.

NOTE: In addition to these regular flights, Air units may be "crated" by moving *one* square in any direction. (This puts the Air unit in a different range; a target which was inaccessible because it was 5 squares away is now 4 squares away and thus within range.) However, an Air unit cannot engage in any flight during the same day it is "crated" nor can it "crate" onto an enemy-occupied square.

TO TAKE ENEMY UNITS

Your Army or Navy unit simply moves onto the square occupied by the enemy unit, and the enemy unit is taken from the board. Your unit must stop in that square and cannot be moved again until another day (*other* units may still be moved that same day, of course).

Your Air unit can bomb an enemy unit out of existence and fly on—but the enemy unit must be in the even square (2nd, 4th, etc.). Air units can also destroy by landing on the square occupied by the enemy unit but they cannot take off again until another turn. However, if an Air unit chooses (and if it can do it within its flying range and oil supply) it may make a "suicide dive" to destroy 2 enemy units—by bombing one enemy unit and then flying on to destroy a second unit. If it does this, the two enemy units and the "suicide" Air unit are *all* removed from the board. Air units need not necessarily return to original bases. They can fly from land to ship, or ship to land (if they have the range). If they do not have range enough to fly to safety, they suffer the consequences of enemy attack or loss at sea, as the case may be.

UNITS ON THE SAME SQUARE

Air units can fly over any units on the board, but Army or Navy units cannot move through another unit in their course. You cannot drive your Army into the sea, or fly Air units into the sea, etc., simply

to get them out of the way. The jam-up is considered a problem of snarled movement, etc. Except for pieces placed on top of others to form a new type of unit (this is explained below) no two units can occupy the same square.

BATTLING FOR RESOURCES

Although you normally received 20 tankers of oil during each "day," this amount may be more or less depending upon who controls the colonies and blockade points. If, at the beginning of *your* turn, you have an Army unit in the capital of the enemy's colony, you receive 10 extra tankers of oil for that turn (and for *every turn* in which your Army unit remains there) on the presumption that you are getting that colony's production. If, at the beginning of *your* turn, the enemy has an Army unit in the capital of your colony, you receive 10 tankers *less* during that turn and every turn in which the Army unit remains there. If you control each other's colony in that manner, it balances out—you get 10 extra and lose 10, so that you get your usual 20. If the enemy has a Navy unit in either of the blockade points off your colony at the start of your turn, you lose 5 tankers of oil for each turn it so remains. If he has both blockade points, you lose 10. (Of course if he has both points and the colony's capital as well, the war is over.) However, while the blockaded belligerent loses tankers, the one who is doing the blockading does not get any extra tankers as a result: a blockade deprives the enemy of supplies but does not give supplies to the blockader.

MAKING CARRIERS, AMPHIBIOUS UNITS AND TRANSPORTS

Army units may be moved over water by being placed on Navy units—and they thus can be utilized either as amphibious units or troop transports. To get them on, the Navy unit must be touching shore, and the Army unit then moves on in the same way it would move if the Navy unit square were land. The Navy unit must also be touching land for the Army unit to get off.

Army units can be loaded aboard Air units for paratroop operations. However, Air units serving as paratroop transports in this way cannot serve as bombers at the same time (i. e., they cannot destroy enemy units and fly away). A paratroop unit may, however, land on any unit (or double unit) ashore and destroy it. In such a move, the Army unit cannot move off during that turn, it being presumed that the Army unit participated in the taking of the piece and has thus already moved. If the paratroop unit lands in an unoccupied square, the Army unit may move off in accordance with note (4) just below.

Air units can be placed on Navy units by flight or by "crating" to make aircraft carriers. *However, carrier-based Air units have a total flying range of only 4 squares instead of 10.* If your Air unit takes off from a ship and cannot bomb and either fly on to land or return to the carrier within the 4 squares of flight (2 going and 2 returning), it crashes into the sea and is lost. If an aircraft carrier unit takes another Navy unit by moving onto its square, the Air unit cannot move off its Navy unit during that turn.

NOTE: (1) A unit can carry only one other unit at a time.

(2) When the 2 units are moved together, two tankers of oil are expended for each square moved.

(3) When a double unit is destroyed by enemy action, the whole double unit is removed.

(4) The unit which is being carried is not considered to have moved just because the carrier has moved. If it moves *onto* the carrier in one turn, it cannot move off until a later turn—but if it was on the carrier when the day started, even though both pieces are moved together, the top piece can then still be moved off during the same day.

(5) When the bottom piece is moved and stops to let the top piece move off, the bottom piece cannot move again that day.

SHORE DEFENSES AND OFFSHORE BOMBARDMENTS

If an enemy Navy unit touches against the shore, your Army unit can destroy it *if it is in a straight line with it,* by moving to the shore and expending an additional tanker of oil for the bombardment. Similarly, a Navy unit can knock out an Army unit touching the shore (and thus considered shore installations) by moving to the shore and expending an additional tanker of oil for the bombardment—again, if it is in a straight line with the shore unit.

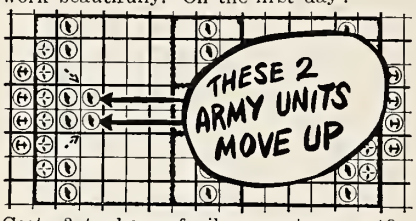
NEUTRALIA'S ROLE

The three little countries between the two belligerent countries unhappily are at the whim of the two big enemies but they maintain their neutrality if possible. They have standing armies, which serve as a sort of Maginot line between the belligerents. If a belligerent piece enters within the boundaries of one of the neutral countries, that country's Army piece may be moved to intern the invading piece (that is to say, the other belligerent must play for the neutral country and use his own oil to move the neutral piece to take the enemy piece off the board). But if a belligerent piece moves into a neutral country to capture or destroy one of the neutral units, the remaining units (if any) of that particular country [NOTE: Not ALL three countries—just the one] join with the forces of the non-aggressor belligerent and are henceforth allies and used by the belligerent as he sees fit.

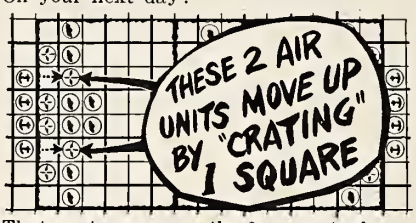
Two Sample Strategies (or Battle Plans)

SITZKRIEG

This is the simplest to execute. Its objective is to move into the enemy capital and win by invasion in one stroke. Against an unsuspecting enemy, it can work beautifully. On the first day:

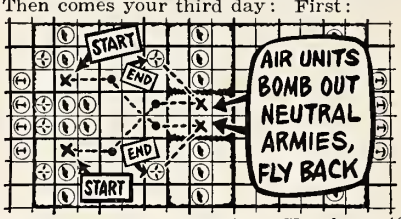


Cost: 2 tankers of oil; you store up 18. On your next day:

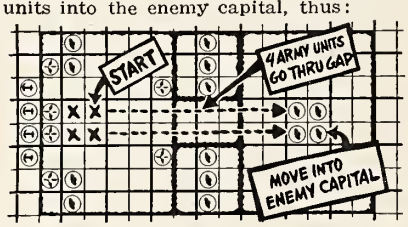


That costs you exactly 2 more tankers of oil; you store up 18 more, for a total of 36. The enemy suspects nothing: your moves seem piddling and harmless—a "sitzkrieg." And although you have an army which could move into his capital, he sees Neutralia in between, with standing armies to stop you long enough for him to take necessary action.

Then comes your third day: First:

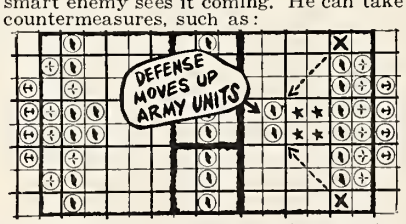


That costs you 16 tankers. You have 40 tankers left, enough to move your Army units into the enemy capital, thus:



And the war is over!

Of course, it is not often so simple. The smart enemy sees it coming. He can take countermeasures, such as:

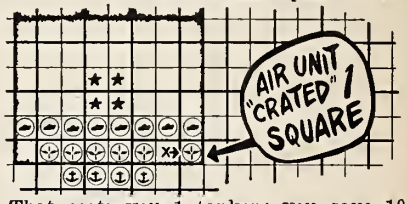


This effectively stops you *temporarily,* because your Air units, when they knock out the neutral army, cannot then go on and bomb out his Army units too (they are *three* squares away, not two, and thus out of bombing range). And when your Army units go down toward his capital, they must take his Army units, which stops them there rather than letting them go on to the capital. Once they are stopped, he can take your Army units with other units of his, and the battle is on.

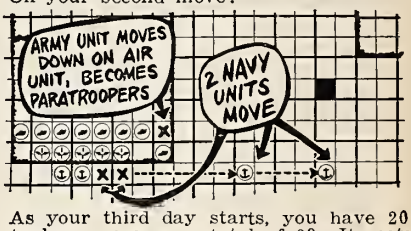
Or, while you are busy with your sitzkrieg strategy, he might be executing a strategy of his own which might force you to modify yours simply to counter his threat.

OVERSEAS INVASION

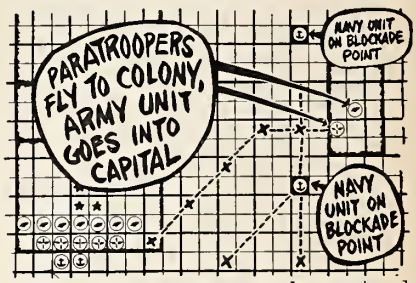
Here is the second basic plan. First:



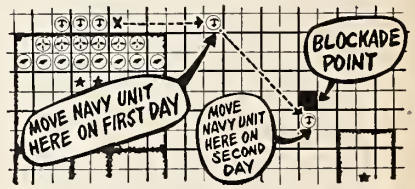
That costs you 1 tanker; you save 19. On your second move:



As your third day starts, you have 20 tankers more, or a total of 39. It costs you 20 to fly your paratroop unit to the enemy colony and one more to move the Army unit off onto the capital. With 18 left, you can move the Navy unit farthest out up to the most distant blockade point, and then move the other Navy unit on the diagonal up to the other blockade point. The war is over, thus:



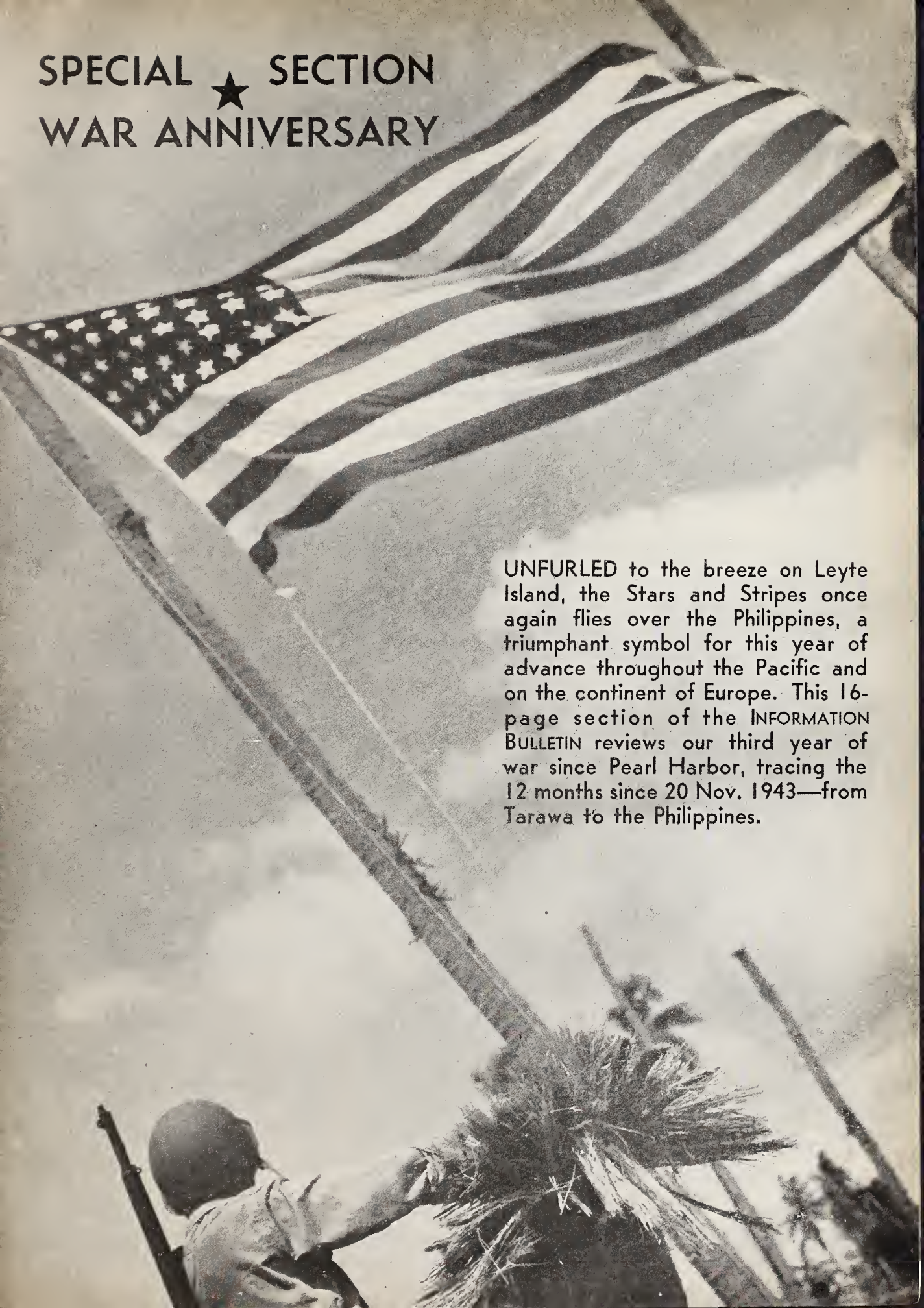
Of course, that strategy can be countered. If the defense moved a Navy unit thus:



it would be impossible for your invading Navy to steam up to the top blockade point. You would have to stop to take that Navy unit, which would be lying in its course. Meanwhile the defense could bring up other reinforcements, and the battle would be on. But if the defense did not steam his fleet up and move it out on the *very first* move, there would be no way to stop your attack.

These are the two classic strategies. In between and in combination there are countless other variations. Strange surprises can result. For this is war!

SPECIAL ★ SECTION
WAR ANNIVERSARY



UNFURLED to the breeze on Leyte Island, the Stars and Stripes once again flies over the Philippines, a triumphant symbol for this year of advance throughout the Pacific and on the continent of Europe. This 16-page section of the INFORMATION BULLETIN reviews our third year of war since Pearl Harbor, tracing the 12 months since 20 Nov. 1943—from Tarawa to the Philippines.


SPECIAL ★ SECTION
WAR-ANNIVERSARY
U.S.S.R.
Attu
Kiska
Paramushiru
MANCHURIA
CHINA
Mukden
ALLIED ADVANCE TO 20 NOV. 1944
Kyushu
Ryukyu Is.
Bonin Is.
Volcano Is.
Marcus
INDIA
Formosa
Luzon
Wake
Rangoon
Saipan
Tinian
Guam
INDO CHINA
Eniwetok
Kwajalein
Sabang
Palau
Ulithi
Truk
Ponape
Singapore
Palembang
BORNEO
Kavieng
Nauru
Rabaul
NEW GUINEA
Ellice Is.
150°
FARTHEST LIMIT OF JAP ADVANCE 7 AUG. 1942
AUSTRALIA
30°
ALLIED TERRITORY
JAP-HELD TERRITORY
15 NOV. 1944
LEGEND
SOUTHWEST PACIFIC FORCES' DRIVE TO PHILIPPINES
TAKEN IN AMPHIBIOUS ASSAULTS BY CENTRAL PACIFIC FORCES
TARGETS, IN ADDITION TO ABOVE, OF U.S. NAVAL TASK FORCE RAIDS
BOMBED BY ARMY B-29s

PACIFIC: YEAR OF OFFENSIVES

A YEAR ago, as the U. S. Navy entered its third year of war in the Pacific, Emperor Hirohito of Japan delivered one of his rare comments on the course of the war. Peering intensely into 1944 the bespectacled Son of Heaven declared: "The future of the war situation permits absolutely no optimism."

This turned out to be the most accurate Japanese announcement of the year.

In twelve months' time our combined forces battered their way 4,500 miles westward from Pearl Harbor, smashing through the Gilberts, Marshalls, Marianas and Palaus. They captured 13 major Jap bases, isolated or neutralized many others, and left large segments of Japan's aggression-won empire "withering on the vine."

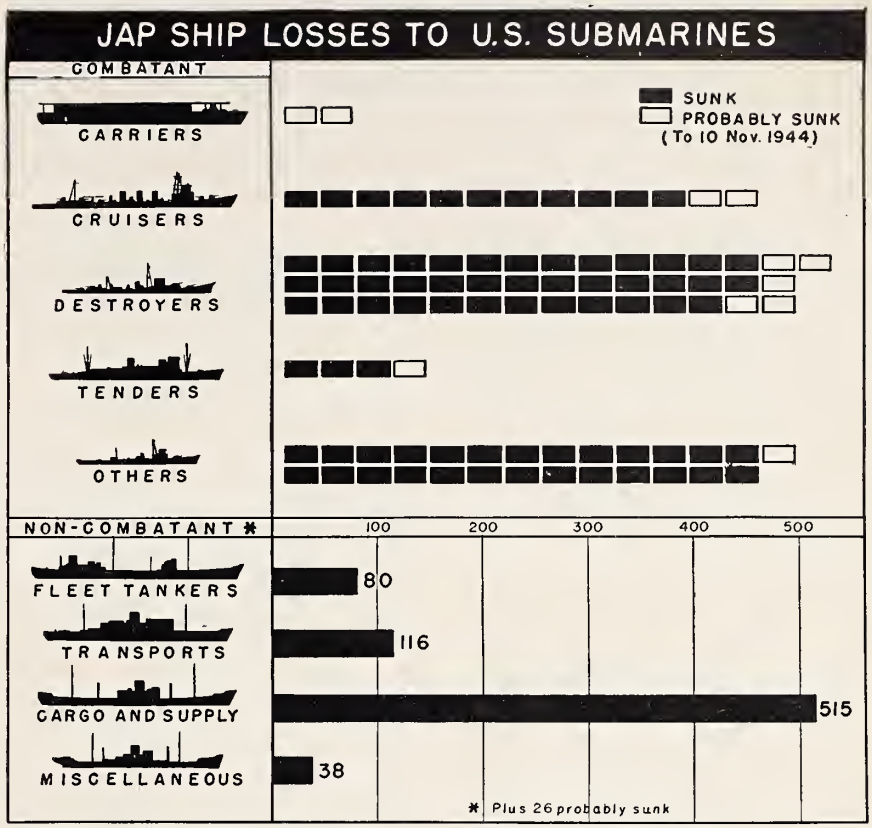
The mighty U. S. offensive ground everything in its path, finally rolled right up on the enemy's doorstep in the Philippines, liquidating sizeable elements of the Jap fleet, army and air forces on the way. Raiding task forces had struck at Formosa, the Bonins, Volcanoes and Ryukyus, the latter three within 600 miles of Tokyo itself. As the year ended, Japan's "inner circle" of defenses was beginning to look more and more like a noose.

The Time to Strike

Prologue to this year of offensives was spoken by Admiral Chester W. Nimitz on Armistice Day of 1943. Said he: "The time to strike has come."

Nine days later the greatest war fleet the U. S. had ever assembled in the Pacific was poised off the coral atolls of the Gilbert Islands. At dawn of 20 November it struck. In a bitter 76-hour struggle, bloodiest in Marine Corps history, the battle for the Gilberts was fought and won. A last suicidal charge by the Japs signaled the end of the fight for Tarawa, Makin and Abemama, and the successful beginning of the drive toward Japan's inner empire.

Almost simultaneously, Allied war leaders met in Cairo, agreed on Pacific war aims: "unrelenting pressure" against Japan by sea, air and land; strip the Japs of islands seized since 1914; restore Manchuria, Formosa and the Pescadores to China; expel Japan from territories taken by greed and violence; independence for Korea, unconditional surrender for Japan.



The "pressure," they noted, was "already rising." It continued. Carrier task forces attacked Kwajalein, Wotje, Roi, Ebeye and Mille in the Marshalls. The first heavy December raid bagged 72 planes, two light cruisers, four other ships.

In the closing hours of January, a mighty armada of carriers, battleships, cruisers and other vessels opened up on Kwajalein, largest atoll in the world and smack in the center of the Marshalls. By the time landings were accomplished, without the loss of a ship, 15,000 tons of bombs and shells had smashed Roi, Namur and Kwajalein. This time U. S. dead numbered less than 300, Jap dead over 8,000.

In the Gilberts and Marshalls, the U. S. won air and sea bases for its advance toward Tokyo, shortened supply routes by thousands of miles, and presented a flank threat to Japanese positions in the Carolines.

The threat was shortly made good. In mid-February powerful carrier task forces made a bold and sensational raid on Truk, legendary Jap naval base. The two-day attack cost the Japs 23 ships sunk (including two cruisers and three destroyers), and 201 planes destroyed.

"The Pacific Fleet," reported Admiral Nimitz, "has returned at Truk the visit paid by the Japanese Fleet on December 7, 1941, and effected a partial settlement of the debt."

While the attack was in its second day, U. S. assault troops landed on Eniwetok Atoll, 300 miles nearer Truk than Kwajalein.

Soundly established in the Central Pacific, our forces consolidated their newly won bases. Phase 1 had been completed: the springboard.

The Little Bastions

All over the Pacific the Jap had sprinkled his island outposts, his "unsinkable carriers." He now found that these bastions were not only unsinkable, but unmaneuverable.

From the bases in the Marshalls, the Gilberts and the Southwest Pacific, raiding operations by fleet and air units and by land-based Army bombers began the plastering job which warned the Japs that new tenants were moving in.

A careful shellacking, by sea and air, was given the Jap-held phosphate island of Nauru. Extensive renovations were carried out against the harbor at Rabaul, with 149 aircraft downed in one January week. By 9

CASUALTY FIGURES FOR THE WAR TO DATE

Casualties among naval, military and merchant marine personnel through 20 November totaled 517,214. Total since 7 Dec. 1941:

	Dead	*Wounded*	*Missing**	*Prisoners**	*Total*
U. S. Navy	18,786	9,002	8,210	2,542	38,540
U. S. Marine Corps	9,785	21,968	909	1,944	34,606
U. S. Coast Guard.	522	194	141	0	857
U. S. Army	84,811	243,054	55,011	54,480	437,356
Merchant Marine...	722	.....	4,573	560	5,855
Total	114,626	274,218	68,844	59,526	517,214

* A number of personnel now carried in the missing status undoubtedly are prisoners of war not yet officially reported as such.

February our air patrols reported that virtually all Jap warships had fled Rabaul.

Alterations were made through the Spring on other enemy targets, from Satawan and Ponape in the Carolines to Paramushiru in the Kurils, and on Marcus and Wake. Late in March, in a three-day visit to Palau, Woleai and Yap, Task Force 58 made a clean sweep: every ship anchored there sunk or damaged. A few days later Admiral King reported that 2,000,000 tons of Jap shipping had been destroyed since the start of hostilities.

By early April American sovereignty had been established over all but four of the numerous Marshall atolls, and Navy civil affairs officers had moved in to govern our first conquests. The springboard, having supported many small jumps, was ready for a big one.

Leap Year

On 14 June our forces took their third and most daring leap of the year. Landing plumb in the enemy's backyard, they invaded the Marianas, a 1300-mile advance from Kwajalein.

Forced to fight by this invasion of a key defense only 1,250 miles from the Jap mainland, the Japanese fleet at last came out of hiding to exchange long-range air blows with the Navy. In a two-day running battle, the Japs were routed and fled into the night after suffering a crippling defeat in which they had two carriers sunk, four others damaged, and a battleship and two cruisers damaged. In addition, 402 of their planes were shot down in a single day, a record carnage still known among Pacific airmen as the Marianas "turkey shoot."

Saipan fell on 8 July, Tinian on 1 August. By 9 August, Jap resistance on Guam was at an end, and the first U. S. territory taken by the Japs had come back under the American flag.

From the Marianas, our warships and planes battered the Bonin and Volcano Islands, little over 500 miles from Japan. Smashing raids on the Palaus and Philippines followed, with Admiral Halsey's 3d Fleet carrying out the first seaborne attack on the Philippines as his planes sank or damaged 89 ships, destroyed 68 planes, wrecked five airfields, and, in one spectacular blow, wiped out an entire 52-ship convoy. Two days later the 3d Fleet softened up Palau, then moved back to the central Philippines and shot down 156 planes, destroyed 277 on the ground, sank 40 more ships and damaged 43 others.

On 14 September our Central Pacific forces invaded the Palau Islands, marines landing on heavily defended Peleliu and Army troops storming ashore four days later on Angaur Island. In five months, Jap losses in the Marianas and Palaus totaled over 66,000—63,388 dead and 3,267 captured.

With the Marianas and Palaus under control, the stage was now set for the Central Pacific assault to coincide with another pressing upward from the Southwest Pacific. Objective: the Philippines.

Return to the Philippines

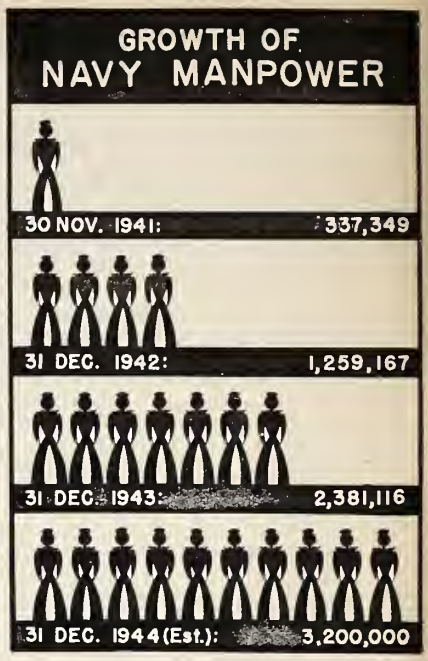
If the advance across the Central Pacific looked suspiciously like a dagger pointed straight at the heart of the Philippines, the advance up from New Guinea was a curving scimitar aimed at their belly.

Three trip-hammer blows fell in rapid succession. Following a month of naval and air poundings, the U. S. 6th Army landed on Arawe, New Britain, 10 days before Christmas. On Christmas marines established beachheads on both sides of Cape Gloucester. On 1 January Allied fighters landed behind the Jap lines at Saidor, New Guinea.

By 10 February Australian and U. S. troops had sliced through Huon peninsula, met, and isolated the last Japs there. Five days later New Zealand and American troops occupied the Green Islands and the northern end of the Solomons archipelago. With this, and the neutralization of battered Rabaul, General MacArthur announced the Solomon Islands campaign "strategically completed."

On the last day of February Americans landed in the Admiralty Islands. Marines had already joined with Army forces on Cape Gloucester, winning the entire southern half of New Britain. On 20 March marines landed on Emirau and by 11 April most of New Britain was ours as the Japs fled to a last stand at Rabaul. An estimated 100,000 Japs were now cut off and facing almost certain destruction.

At Hollandia, big Jap base in New Guinea, bombers destroyed 288 Jap planes in one week. Following a conference between Admiral Nimitz and General MacArthur, at which plans were completely integrated, amphibious forces and Army troops of the Southwest Pacific command landed at Hollandia and Aitaps on 22 April; six days later our planes were operating from airfields at both bases.



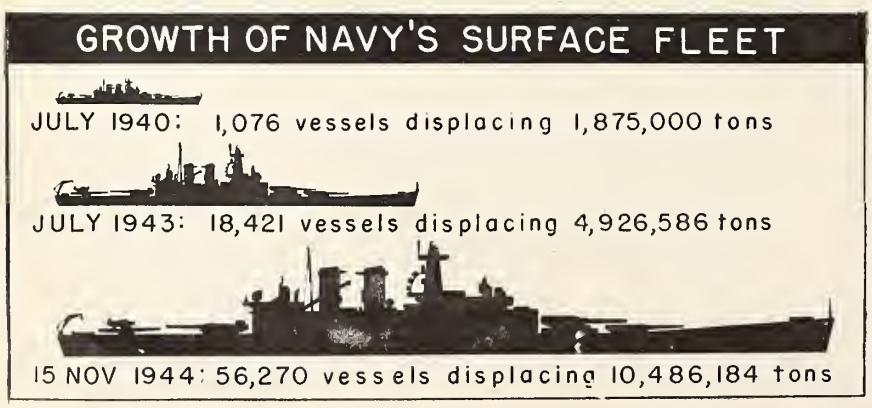
A month later another leap-frog landing carried the Allied forces 125 miles further up the coast to pick off the Japs' Wakde Island bomber field. Next jump was to Biak Island, and the first tank battle in the Southwest Pacific. On 2 July troops landed on Noemfoor Island, and by the end of July we had seized the coastal area of Sansapor and two nearby islands at the western tip of Netherland New Guinea, 600 miles southeast of the Philippines.

The narrowing miles to the Philippines shrunk still further when on 14 September, the same day Central Pacific forces were invading the Palaus, Southwest Pacific forces swept into Morotai Island in the Halmaheras group, less than 400 miles from Davao. Four days later it was revealed that General MacArthur would lead the invasion of the Philippines, with the Navy protecting and supporting the campaign.

On 19 October the assault came, achieving complete surprise, with the 3d and 7th Fleets supporting a landing on Leyte, midway between Davao and Luzon. In the first 24 hours 250,000 troops were reportedly put ashore, more than were landed by the Allies during the first day in Normandy.

This was it—and the Jap fleet finally came out for a showdown battle (see page 2). In the first great meeting of U. S. and Jap fleets, and their first surface action, the Japs sent two fleets through the Philippines toward the beachhead at Leyte, a third steaming down from Formosa.

They met a staggering defeat. All three Jap fleets were put to rout, with 24 Jap warships sunk, including two battleships, four carriers, six heavy cruisers and two light ones; 13 ships so severely damaged that they may have sunk, and 21 ships damaged. One of the war's most crushing defeats,



the Second Battle of the Philippines saw the Japs risk 60 ships, have 58 of them sunk or damaged.

The year of battle that had begun with the attack on the Gilberts wound up with American forces returning, as promised, to the Philippines—an advance of 3,000 miles from Tarawa, 4500 from Pearl Harbor. The next chapter would be written in 1945.

CBI Round-Up

Pushed out of India, and back in Burma, the Japs did some pushing of their own in China. From bases in China the 14th AAF had long whittled away Japan's shipping, sinking more than 384,000 tons since 1 Jan. 1944, with 107,600 tons more probably sunk, 105,700 tons damaged. But a 14th AAF officer bitterly summed up the sad fact at year's end: "From all of these missions, eight of our air bases are missing." Throwing back Chinese army forces, the Jap drive through China, to provide a land route for supplies and to clear the coast against expected invasion, had forced the abandonment of one hard-won U. S. base after another.

From China in mid-year a new weapon brought the war down on the Japs' own mainland—far-ranging B-29 Superfortresses of the newly formed 20th AAF. Half as large again as Flying Fortresses, the B-29s made their first raid on Japan on 15 June, giving the Japs their first homeland bombing since General Doolittle's fliers took off from the *Hornet* in 1942.

The initial raid struck Japan's "Pittsburgh," Yawata, wiping out an estimated 20% of the empire's steel capacity. Later raids smashed Sasebo, Choguku, Kyushu and Nagasaki in Japan proper, the Mukden area in Manchuria, Formosa, Rangoon, Palembang, Singapore, Sumatra, Nanking and Shanghai. Growing numbers of B-29s promised new air terror for the Jap in '45.

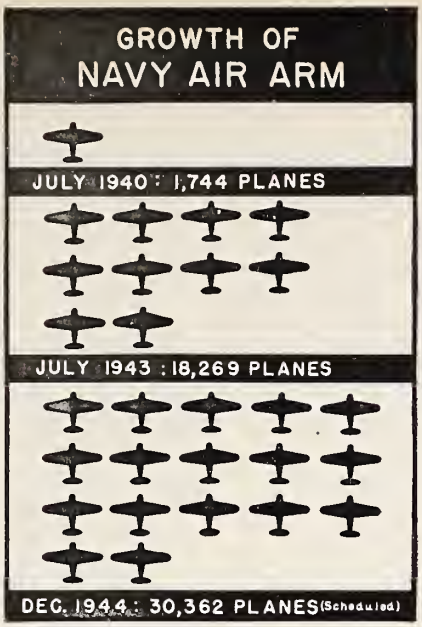
The sinking of the Nazi battleship *Tirpitz*, by RAF fliers with 12,000-ton bombs, freed further British Fleet units for the Pacific.

Navy News of 1944

Sad blow in the Navy's year was the death on 28 April of the man who had led it during its greatest growth —Secretary of the Navy Frank Knox. Into his place stepped James Forrestal, who as Under Secretary of the Navy had supervised its expansion since 1940. Ralph A. Bard, Assistant Secretary since early 1941, became Under Secretary.

By 1944's end the U. S. Navy was a more powerful force than sea power had ever known. From its already great strength in 1940, with 1,076 vessels displacing 1,875,000 tons, it had mushroomed into a giant of 56,000 vessels, more than 10,000,000 tons. Its air arm had more than 30,000 planes.

Among new Navy ships commissioned were the 45,000-ton superbattleships *Missouri* and *Wisconsin*, joining their sister ships, the *Iowa* and *New Jersey*, already in action. New 2200-ton superdestroyers, of the *Allen M. Sumner* class, were added to the fleet, as were many new landing vessels and rocket-firing landing craft.



Rockets were also used by Navy planes, against U-boats, other planes, and shore installations, and in October the Navy announced that it was now prepared to use jet-assisted take-offs for carrier planes and flying boats.

Navy manpower was up to 3,200,000, plus Marine Corps and Coast Guard personnel. This was almost 10 times its Pearl Harbor size and a further increase to 3,389,000 in 1945 was authorized if needed. It was officially announced that no demobilization could be expected for the Navy before the defeat of Japan.

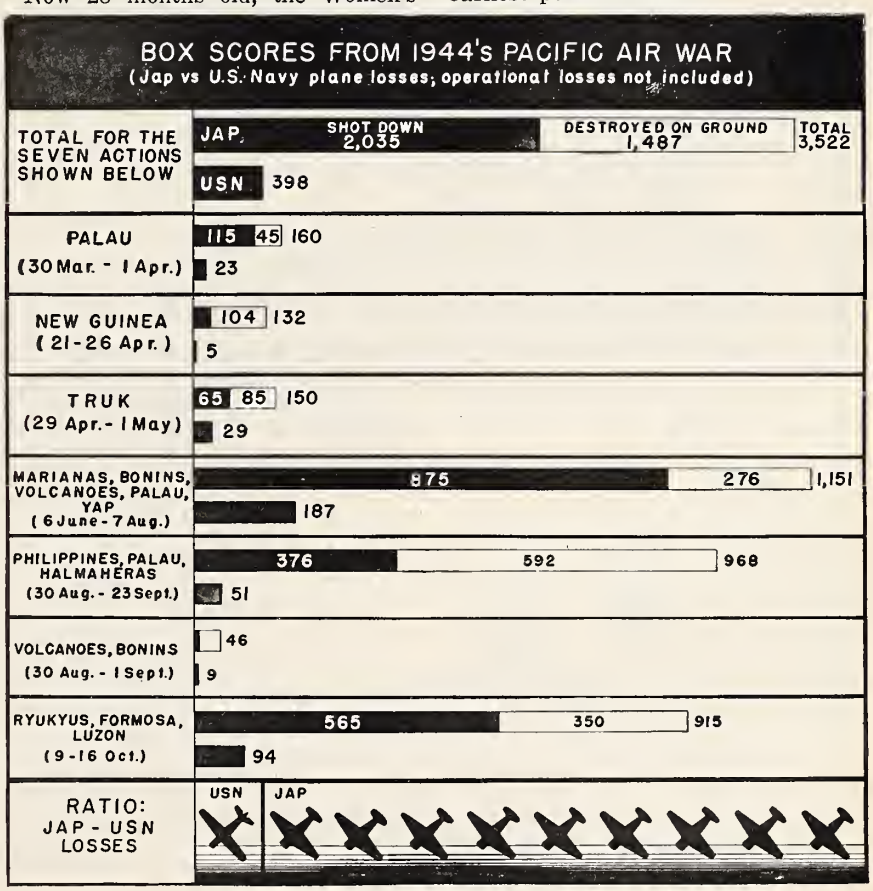
Now 28 months old, the Women's Reserve had about 84,000 members—9,000 officers, 75,000 enlisted women.

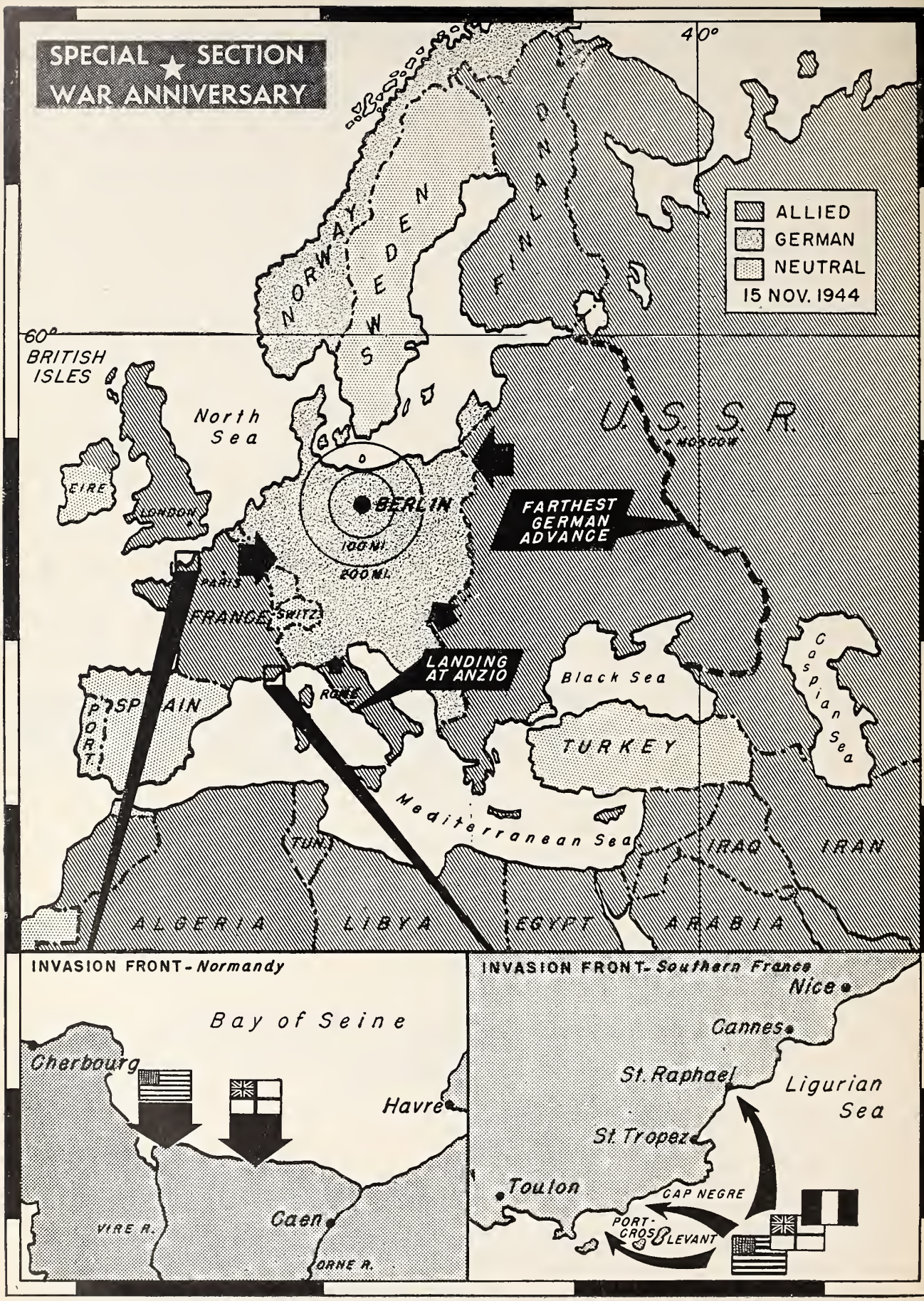
There were 51,000 prospective young officers in training in the V-12 program, plus 8,000 more in medical and dental schools, and 1,000 enlisted men had been chosen from the ranks for the term which began 1 November 1944. No trainees either from the service or civil life will enter V-12 in the term starting 1 March 1945.

On the War Bond front, the Navy set new records for itself. Almost 2,000,000 military allotments for War Bonds were in force at the end of October and 93.8% of the Navy's civilian personnel were participating via the payroll savings plan. Total sales for the Navy were expected to pass the one-billion-dollar mark (1944 sales alone approximated $600,000,000, more than doubling the 1943 total). About 4% of all Series E War Bonds sold during the war have been sold to Navy personnel, the Treasury estimated.

Looking forward to 1945, Admiral King estimated that the Jap Navy had been "reduced to not more than one-half of its maximum strength" after the Philippines battle, and that "when the war in Europe releases the powerful forces engaged there, the greater part of them will be brought to bear against Japan."

In his review of "a year of continuous progress and gratifying success," Admiral Nimitz reported that "We have cleared out of the way a number of essential preliminaries to tackling the main strength of the enemy. . . . All opportunities we can create or which present themselves will be exploited to the utmost to bring the enemy to decisive defeat at the earliest possible time."




SPECIAL ★ SECTION
WAR ANNIVERSARY
40°
ALLIED
GERMAN
NEUTRAL
15 NOV. 1944
NORWAY
SWEDEN
FINLAND
60°
BRITISH ISLES
North Sea
U.S.S.R.
MOSCOW
EIRE
LONDON
BERLIN
100 MI.
200 MI.
FARTHEST GERMAN ADVANCE
PARIS
FRANCE
SWITZ.
LANDING AT ANZIO
ROME
SPAIN
PORT.
Black Sea
Caspian Sea
TURKEY
Mediterranean Sea
IRAQ
IRAN
TUNIS
ALGERIA
LIBYA
EGYPT
ARABIA
INVASION FRONT - Normandy
Bay of Seine
Cherbourg
Havre
Caen
VIRE R.
ORNE R.
INVASION FRONT - Southern France
Nice
Cannes
St. Raphael
Ligurian Sea
St. Tropez
Toulon
CAP NEGRE
PORT-CROS
LEVANT

EUROPE: WE CLOSE ON GERMANY

OUR third year of participation in the war in Europe saw the Nazis battered from all sides, stripped of huge areas of conquered territory and forced back almost to their own pre-war frontiers in the west and east, where powerful Allied armies got set for the kill.

After invading western Europe in the largest amphibious operation in all history, the Allies liberated France, Belgium and Luxembourg. Greece also was cleared of Germans in 1944, and three of Hitler's satellites—Rumania, Finland and Bulgaria—were knocked out of the war. Large portions of Holland, Italy, Poland, Yugoslavia, Czechoslovakia, Albania and Hungary were wrested from the invaders.

German U-boats were virtually driven from the Atlantic, and our convoys continued giving Britain and Russia the flow of food and war materials so necessary for the mounting offensives. Aerial assaults on German cities and factories went on unceasingly, reducing a considerable portion of the Reich to rubble.

Battle of the Atlantic

Our success in keeping supply lines open to Britain made possible the tremendous offensive launched from there in June. The turning point came last December when eight of a pack of 15 U-boats were sunk in an eight-day running fight.

On 26 December the German pocket-battleship *Scharnhorst* engaged an Allied convoy bound for Russia and was sent to the bottom by British warships, led by the powerful *Duke of York*. During the same week three Nazi destroyers and a blockade runner were sunk in the Bay of Biscay.

The death blow was administered on 12 November to the *Tirpitz*, Germany's last battleship, by a force of 29 RAF Lancasters. Three direct hits by special armor-piercing six-ton bombs sank the pride of the German navy in Tromsoe Fjord in northern Norway.

In February it was announced that U. S. and Brazilian forces had bagged 18 U-boats in the South Atlantic. Five British sloops on escort duty accounted for six U-boats in 20 days during March, and the greatest convoy in history arrived safely in England with vast stores and troops for the forthcoming invasion. The success of the Allied battle against subs was indicated by an announcement on 10 May that 1,250,000 tons of war equipment had been convoyed to Russia in the previous six months with only 2% lost by sinkings.

Ship losses continued to decline until, in July, a joint Anglo-American statement revealed that U-boats were "now the hunted instead of the hunters." It reported that more than 500 U-boats had been sunk since the war started, 17 of these after D day while attempting to interfere with cross-Channel traffic.

The Western Front

After months of preparation, the long-awaited western front in Europe was opened on 6 June when an invasion armada of 4,000 ships and thousands of smaller craft appeared off the coast of Normandy and thousands of troops swarmed ashore under cover of the greatest sea and air bombardment in the history of war.

Our warships steamed close inshore and dueled with shore batteries. Fire support for advancing troops was continued for miles inland, with naval gunfire liaison officers accompanying the troops to spot targets. Beachheads were established and consolidated, and within two weeks Allied troops were advancing inland on a 116-mile front.

After capturing Cherbourg on 26 June, giving the Allies a major port, the U. S. 1st Army launched an offensive on a 30-mile front and slowly pushed the Germans back from the base of the Cherbourg Peninsula. British and Canadian troops took Caen after a 33-day struggle and by 20 July were punching slowing forward toward Paris, 110 miles away.

In the meantime, the U. S. 3d Army broke out of the beachhead and made lightning thrusts across the Brittany peninsula and eastward toward Paris. One of the mechanized columns advanced 52 miles in two days, then swept ahead 42 miles on the third day. Another column turned north and forced the withdrawal of German forces which had been blocking expansion of the Normandy beachhead.

As the 3d Army's onrushing columns neared Paris, French patriots arose from the underground on 23 August and, aided by the arrival of Allied troops, liberated the city.

As the Germans fell back behind the Siegfried Line, pursued by the U. S. 3d and 1st Armies, the British 2d and Canadian 1st Armies swung northeast through France and into Belgium and Holland.

Aachen, a city of 160,000, was the first large German city to be captured. It was blasted to rubble and then occupied by the U. S. 1st Army after the defenders had spurned a surrender ultimatum on 20 October. The Allies suffered a reverse at Arnhem, in Holland, where survivors of an initial force of 6,000 airborne troops were forced to fall back, leaving 1,200 wounded and 2,800 killed or captured comrades behind. However, their heroic stand, together with other airborne landings ahead of our ground forces, made possible a move by the British 2d Army that threatened to outflank the Siegfried Line.



1941 figure is for December only.

Behind that front the great Belgian port of Antwerp was captured intact, giving the Allies a deep-water port just a few miles behind the front lines. It was opened to shipping early in November when British commandos, in a costly amphibious operation landed on Walcheren Islann at the mouth of the Schelde river and wiped out stubborn German resistance.

Two weeks later the Allies opened a full-scale offensive that carried into Germany at several points. The end, if not at hand, was in sight.

Invasion of Southern France

A fourth European front had been opened 15 August when an Allied force of 800 vessels landed troops in Southern France. Heavy aerial and naval bombardments softened up coastal defenses for two hours before the assault. Allied troops encountered surprisingly light resistance. As they fanned out inland it was found that about 40% of the defending troops were Russian, Czech and Polish prisoners of war. Invasion forces of the U. S. 7th Army pushed ahead 35 miles during the first three days, effected a junction with the 3d Army on 11 September and began battering through the Belfort Gap gateway to Germany. By 20 November its teammate, the French 1st Army, had reached the upper Rhine.

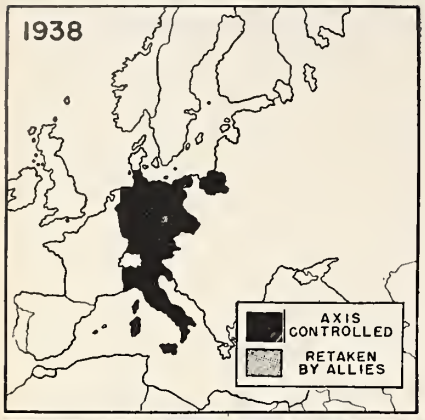
The Italian Front

A year ago the Italian campaign was bogged down below Cassino by winter rains, mountainous terrain and stubborn German resistance. Then, in an amphibious operation on 22 January, U. S. forces seized a beachhead behind the front at Anzio and pushed within 20 miles of Rome. The Germans counterattacked and for several days the situation was tense and serious. When efforts to take Cassino failed, the inhabitants were warned to leave and the city was leveled with 3,500 tons of bombs and 85,000 artillery projectiles on 15 March. But still the Germans there held out. Two months later, to break the stalemate, the U. S. 5th Army launched its biggest offensive on 18 May, captured Cassino and soon had the Germans in broken retreat toward Rome.

Joining forces with our troops on the Anzio beachhead, the 5th Army drove north and captured Rome just 270 days after the start of the Italian campaign. The Germans retreated so rapidly that the 5th Army had difficulty keeping in contact. It was estimated that the Germans lost 70,000 men, about 60% of their troops in Italy, in 24 days. Meanwhile, a French army captured the island of Elba.

On 19 July Leghorn, the great Italian port and naval base, fell to advancing Allied troops. The Germans abandoned Florence and fell back to the Gothic Line, north of the Arno river. Rimini was taken by the

SPECIAL ★ SECTION
WAR ANNIVERSARY









RISE AND DECLINE OF GERMAN AGRESSION

British 8th Army in October, while the 5th Army neared Bologna in an advance slowed by rains and rugged terrain.

U. S. and British cruisers and destroyers supported ground troops in the campaign with almost daily bombardments of military objectives along the coast.

Late in September British amphibious forces landed in Albania and Greece, meeting little resistance as the Germans fled northward. Corinth and Athens were liberated without a fight, and the last Germans pulled out of Greece on 2 November. Yugoslav Partisans cleared much of the Dalmatian coast, and Albanian partisans freed their capital city, Tirana.

The Eastern Front

The third Russian winter offensive was launched on 6 January as the Red Army drove 10 miles into pre-war Poland. Germans made such a hurried retreat that dinners were found hot on barracks stoves. The two-and-a-half year siege of Leningrad was lifted on 21 January and the Red Army crossed into Estonia two weeks later. Another offensive took Krivoi Rog after four months of fighting and the Ukranian army swept into Bessarabia.

The Russians were still rolling forward in April. They recaptured Odessa, drove into the Crimea and laid siege to Sevastapol, and advanced into Rumania. Sevastapol fell on 9 May.

In June the Red Army opened the offensive that took Finland out of the war. It crashed through Finnish defenses on the Karelian Isthmus and advanced 15 miles the first day. Driving 60 miles up the isthmus, the Russians captured Viipuri.

A renewed Russian offensive, coordinated with the invasion of France, opened on 23 June. In four days they had librated, 1,700 places and were within 34 miles of the old Polish border in the north. In 22 days one Red Army had advanced 265 miles, an average of 12 miles a day, and reached the 1941 Soviet-German border on 19 July. Another army pushed to the Baltic Sea west of Riga, encircling an estimated 375,000 Germans in Latvia and Estonia.

Early in August, after advancing 440 miles toward Berlin in 52 days, the Red Armies on the central front slowly came to a stop at the border of East Prussia and the gates of Warsaw. However, other Russians were occupying Rumania and Bulgaria and moving into Yugoslavia, where they joined forces with the Yugoslav Partisans. By early September, Rumania, Bulgaria and Finland had asked for or arranged armistice terms. Riga was captured in October, freeing two Soviet armies for the drive into East Prussia. Far to the north, a Red army took Petsamo and was helping the Finns clear their country of remaining German troops.

As the western Allies opened their big drive into Germany in November, Russian troops hammered at the gates of Budapest.

The Aerial Front

A year ago this month Berlin was being razed from the air. The demolition began in earnest on 22 November when Allied heavy bombers dropped 2,300 tons of explosives on the Nazi capital and left it a sea of flames. For five days the destruction continued on a nightly schedule, as millions of civilians were evacuated from the city. Bremen, the Ruhr and Emden also took an incessant blasting.

By early December it was estimated that one-third of Berlin was in ruins. On 24 December some 3,000 Allied planes smashed at gun emplacements along the invasion coast and Berlin was pounded again. A record of 11,000 tons of bombs were dumped on European targets during December.

On 20 February 2,000 U. S. bombers and escorting fighters raided eight German plane production centers and knocked out an estimated one-fourth of Nazi fighter plane output. New six-ton "factory buster" bombs were used for the first time in March, and shuttle bombing was started between Italy and England.

The air assault on the Reich reached new intensity during April and forced the Nazi to utilize the greater portion of the Luftwaffe for home defense. On more than one occasion 3,000 Allied planes were put in the air for assaults on Europe. Bombers based in Italy began striking at Budapest and Ploesti oil refineries. Shuttle bombers from Britain and Italy reloaded in Russia and struck again on their way home.

In May, Allied air attacks were shifted from industrial centers to western defense areas and supply lines feeding them in preparation for the coming invasion. During this month 130,000 tons of bombs were dropped on Europe in 29 days and 700 Luftwaffe fighters were shot down.

The aerial assault on Germany continued unabated after the liberation of France. Operating from French airfields, our planes now were able to reach every part of the Reich; surprise raids were possible because the bombers no longer had to fly over long stretches of occupied territory en route to their targets.

German Secret Weapons

Hitler's revenge for his reverses on all fronts came in the form of robot bombs (V-1) which began falling on London and vicinity soon after D day. Fired from launching platforms across the Channel, these one-ton "buzz-bombs" wreaked great destruction until counter measures and the liberation of the French coast reduced robot bomb launchings to isolated efforts from planes.

The British revealed in November that the Germans were using another terror weapon—rocket bombs (V-2). Launched about 100 miles away in Germany, they were fired into the stratosphere and descended at speeds estimated from 800 to 2,000 miles an hour. Germans also used these rocket bombs against Allied troops and positions in Europe.

U. S. Naval Vessels Lost During War

The following is a list of U. S. warships and naval vessels sunk, destroyed to prevent capture or overdue and presumed lost as announced between 7 December 1941 and 19 November 1944. They are shown by type and chronologically in order of their loss.

Name and Type — *Action*

Battleships[1]

Arizona.....Pearl Harbor, 7 Dec. 1941

Cruisers

Houston (CA)
Java Sea campaign, presumed lost 28 Feb. 1942
Astoria (CA).....Battle of Savo Island, 9 Aug. 1942
Quincy (CA).....Battle of Savo Island, 9 Aug. 1942
Vincennes (CA)....Battle of Savo Island, 9 Aug. 1942
Atlanta (CL).....Battle of Guadalcanal, 13 Nov. 1942
Juneau (CL).....Battle of Guadalcanal, 13 Nov. 1942
Northampton (CA)
Battle of Tassafaronga, 30 Nov. 1942
Chicago (CA)
Torpedo planes, Guadalcanal, 30 Jan. 1943
Helena (CL)....First Battle of Kula Gulf, 6 July 1943

Aircraft Carriers

Lexington (CV).....Battle of Coral Sea, 8 May 1942
Yorktown (CV).....Battle of Midway, 7 June 1942
Wasp (CV)....Torpedoed, South Pacific, 15 Sept. 1942
Hornet (CV).....Destroyed by USN after Battle of Santa Cruz, 26 Oct. 1942
Liscome Bay (CVE)
Torpedoed, Gilbert Islands, 24 Nov. 1943
Block Island (CVE)
Enemy action, Atlantic, May 1944
Princeton (CVL)
Second Battle of the Philippines, 22-25 Oct. 1944
Gambier Bay (CVE)
Second Battle of the Philippines, 22-25 Oct. 1944
Saint Lo (CVE)
Second Battle of the Philippines, 22-25 Oct. 1944

Destroyers

Peary.....Bombed at Darwin, Australia, 19 Feb. 1942
Truxtun.....Aground off Newfoundland, 24 Feb. 1942
Jacob Jones
Torpedoed off Cape May, N. J., 28 Feb. 1942
Pope....Java Sea campaign, presumed lost, 1 March 1942
Edsall
Missing south of Java, presumed lost March 1942
Pillsbury.....Unknown action, Bali Strait, March 1942
Stewart.....Destroyed by US in drydock, Soerabaja, early March 1942
Sturtevant.....Underwater explosion off Florida, 27 April 1942
Sims.....Battle of Coral Sea, 7 May 1942
Hammann.....Battle of Midway, 6 June 1942
Blue.....Enemy action, South Pacific, 24 Aug.-5 Sept. 1942
Ingraham
Collision, fog, Atlantic, announced 27 Aug. 1942
Jarvis.....Air attacks off Guadalcanal, presumed lost 24 Sept. 1942
Dunean.....Battle of Cape Esperance, 11 Oct. 1942
Meredith.....Enemy action, Solomons, 15 Oct. 1942
O'Brien.....Enemy action, Solomons, 21 Oct. 1942
Porter.....Enemy action off Guadalcanal, 26 Oct. 1942
Barton.....Battle of Guadalcanal, 13 Nov. 1942
Cushing.....Battle of Guadalcanal, 13 Nov. 1942
Laffey.....Battle of Guadalcanal, 13 Nov. 1942
Monssen.....Battle of Guadalcanal, 13 Nov. 1942
Benham.....Battle of Guadalcanal, 15 Nov. 1942
Preston.....Battle of Guadalcanal, 15 Nov. 1942
Walke.....Battle of Guadalcanal, 15 Nov. 1942
De Haven....Divebombers off Savo Island, 1 Feb. 1943
Aaron Ward..Air attaek off Guadalcanal, 7 April 1943
Strong.....Torpedoed off New Georgia, 4-5 July 1943
Maddox....Air attacks, Sicilian landings, 10 July 1943
Gwin.....Seeond Battle of Kula Gulf, 13 July 1943
Rowan.....Underwater explosion, Italian waters, 11 Sept. 1943
Henley.....Torpedoed, South Pacific, Oct. 1943
Chevalier.....Torpedoed off Vella Lavella, 6 Oct. 1943
Buck.....Underwater explosion off Salerno, 9 Oct. 1943
Bristol.....Underwater explosion, Mediterranean, 13 Oct. 1943
Beatty.....Air attack, Mediterranean, 6 Nov. 1943
Borie.....Sunk by USN after ramming enemy sub, Atlantic, 10 Nov. 1943
Perkins.....Collision off New Guinea, 29 Nov. 1943
Leary.....Torpedoed, Atlantic, 24 Dec. 1943
Brownson.....Air attack off Cape Glouecster, 26 Dec. 1943
Turner.....Explosion, Sandy Hook, N. J., 3 Jan. 1944
Lansdale.....Air attack, Mediterranean, 20 Apr. 1944
Corry.....Liberation of Europe
Glennon.....Liberation of Europe
Meredith.....Liberation of Europe
Warrington.....Atlantic hurricane, Sept. 1944

1. The USS Oklahoma was sunk at Pearl Harbor, 7 Dec. 1941, refloated and subsequently decommissioned as of 1 Sept. 1944.

Hoel.....Second Battle of the Philippines, 22-25 Oct. 1944
Johnston.....Second Battle of the Philippines, 22-25 Oct. 1944

Destroyer Escorts

Leopold.....Underwater explosion, Atlantic, 10 Mareh 1944
Fechteler.....Enemy action, Mediterranean, May 1944
Rich.....Liberation of Europe
Fiske.....Torpedoed, Atlantic, 12 Aug. 1944
Samuel B. Roberts....Second Battle of the Philippines, 22-25 Oct. 1944

Submarines

(The following submarines, unless otherwise noted, were announeed as overdue and presumed lost on the dates indieated.)

Sealion.....Destroyed by USN at Cavite, Dec. 1941
S-26.....Sunk off East Panama, not enemy aetion, 7 Feb. 1942
Shark.....Far East, 18 March 1942
Perch.....Pacific, 11 April 1942
Grunion.....Pacific, 5 Oct. 1942
Argonaut.....South Pacific, 21 Feb. 1943
Amberjack.....12 June 1943
Grampus.....12 June 1943
R-12.....Training accident, Atlantic, 25 June 1943
Triton.....22 July 1943
Pickerel.....15 Aug. 1943
Grenadier.....14 Sept. 1943
Dorado.....24 Oct. 1943
Runner.....27 Oct. 1943
Wahoo.....2 Dec. 1943
Grayling.....24 Dec. 1943
Pompano.....5 Jan. 1944
Cisco.....8 Feb. 1944
S-44.....8 Feb. 1944
Corvina.....14 March 1944
Capelin.....18 March 1944
Seulpin.....18 March 1944
Seorpion.....26 Mareh 1944
Grayback.....20 June 1944
S-28.....In training exereises, Pacifie, 11 July 1944
Trout.....22 July 1944
Tullibee.....22 July 1944
Robalo.....6 Sept. 1944
Gudgeon.....12 Sept. 1944
Flier.....Enemy action, 19 Sept. 1944
Golet.....23 Oct. 1944
Herring.....23 Oet. 1944
Darter.....13 Nov. 1944

Mine Vessels

Penguin (AM).....Enemy aetion, Guam, Dec. 1941
Bittern (AM).....Destroyed by USN at Bataan, April 1942
Finch (AM).....Air attack at Corregidor, April 1942
Quail (AM).....Sunk by USN at Bataan, May 1942
Tanager (AM).....Enemy gunfire, Bataan, May 1942
Wasmuth (DMS).....Aecidental explosion, Aleutians, 27 Dec. 1942
Sentinel (AM).....Enemy action, Sicilian landings, 11 July 1943
Skill (CM).....Underwater explosion, Gulf of Salerno, 25 Sept. 1943
Portent (AM)
Mediterranean aetion, 22 Jan.-31 Mareh 1944
Tide (AM).....Liberation of Europe
Swerve (AM)..Enemy action, Mediterranean, July 1944
Osprey (AM).....Liberation of Europe
Miantonomah (CMc).....Liberation of Europe
Perry (DMS).....Enemy action, Palaus, Sept. 1944

Patrol Vessels

Wake (PR).....Captured at Shanghai, 8 Dec 1941
Alexander Hamilton (C.G.PG).....Torpedoed, sunk later by gunfire, 23 Feb 1942
Acacia (C.G. AGL).....Shelled, Caribbean, March 1942
Asheville (PG)
Presumed lost south of Java, March 1942
PT-31.....Enemy action, Philippines, April 1942
PT-34.....Enemy action, Island of Cebu, April 1942
PT-35....Destroyed to prevent capture, Cebu, April 1942
Mindanao (PR).....Bombed off Corregidor, May 1942
Luzon (PR).....Destroyed to prevent capture, Bataan, May 1942
Oahu (PR).....Enemy gunfire, Bataan, May 1942
Cythera (PY).....Presumed lost, Atlantic, 4 June 1942
Muskeget (C.G. AG).....Presumed lost, Atlantic, 9 Oct. 1942
PT-44....Enemy action, Guadalcanal, 11-12 Dec. 1942
Natsek (C.G. YP).....Presumed lost, North Atlantic 23 Jan. 1943
PT-37.....Enemy action, Guadaleanal, 1-2 Feb. 1943
PT-111.....Enemy action, Guadalcanal, 1-2 Feb. 1943
PT-123.....Enemy action, Guadalcanal, 1-2 Feb. 1943
PC-496.....Underwater explosion, Mediterranean, 4 June 1943
Escanaba (C.G. PG).....Reported lost, North Atlantic, 18 June 1943
Plymouth (PG).....Underwater explosion off North Carolina, 5 Aug. 1943
SC-694.....Bombing, Mediterannean, 23 Aug. 1943
SC-696.....Bombing, Mediterranean, 23 Aug. 1943
Moonstone (PYc)..Collision, Atlantic, 15-16 Oct. 1943
St. Augustine (PG).....Collision off Cape May, N. J., 6 Jan. 1944
PC-558.....Enemy aetion, Mediterranean, 9 May 1944
PT-509.....Invasion of Franee
PC-1261.....Liberation of Europe
Bedloe (C.G. PG).....Atlantic hurricane, Sept. 1944
Jaekson (C.G. PC).....Atlantic hurricane, Sept. 1944
PT-202.....Enemy action, Mediterranean, Sept. 1944
PT-218.....Enemy action, Mediterranean, Sept. 1944
PT-555.....Enemy action, Mediterranean, Sept. 1944
PT boat (unnamed)....Seeond Battle of the Philippines, 22-25 Oct. 1944

Auxiliaries

Utah (AG).....Pearl Harbor, 7 Dee. 1941
Neches (AO).....Torpedoed, 3 Feh. 1942
Pollux (AKS)
Aground off Newfoundland, 24 Feh. 1942
Langley (AV).....Java Sea eampaign, 27 Feh. 1942
Pecos (AO).....Java Sea eampaign, 27 Feb. 1942
Canopus (AS).....Destroyed to prevent capture, Bataan, April 1942
Napa (AT).....Destroyed to prevent capture, Bataan, April 1942
Dewey Drydoek....Destroyed to prevent eapture, Bataan, April 1942
Pigeon (ASR).....Bombed, Bataan, May 1942
Neosho (AO).....Battle of Coral Sea, 7 May 1942
Gannet (AVP).....Torpedoed, Atlantie, June 1942
George F. Elliott (AP)..Air attack, destroyed by USN, Guadalcanal, 8 Aug. 1942
Colhoun (APD).....Enemy action, South Pacific, 24 Aug.-5 Sept. 1942
Little (APD).....Enemy aetion, Solomons, Sept. 1942
Gregory (APD).....Gunfire off Guadalcanal, Sept. 1942
Seminole (AT).....Destroyer fire near Tulagi, 25 Oct. 1942
Tasker H. Bliss (AP).....Torpedoed off Casablanca, November 1942
Leedstown (AP).....Torpedoed off Algiers, 9 Nov. 1942
Joseph Hewes (AP).....Torpedoed off Rabat, 11 Nov. 1942
Edward Rutledge (AP).....Torpedoed off Casablanea, 12 Nov. 1942
Kanawha (AO).....Divebombers off Guadalcanal, 7 April 1943
Niagara (AGP)....Air attaek off San Cristobal I., later sunk by USN, 23 May 1943
Redwing (ARS)....Underwater explosion, Mediterranean, 29 June 1943
McCawley (APA).....Torpedoed off Rendova, 30 June 1943
Nauset (AT)
Enemy aetion, Mediterranean, 9 Sept. 1943
Navajo (AT).....Underwater explosion, South Pacific, 12 Sept. 1943
John Penn (APA).....Torpedo plane, Guadalcanal, September 1943
Hugh L. Scott (AP).....Torpedoed off North Africa, early November 1943
McKean (APD).....Air attack off Bougainville 17 Nov. 1943
APC-21.....Air attack off New Britain, 17 Dec. 1943
Macaw (ASR).....Aground coral reef, Pacific, 13 Feb. 1944
Noa (APD).....Collision, Pacifie, 19 Sept. 1944
Partridge (ATF).....Liberation of Europe
Susan B. Anthony (AP).....Liberation of Europe
Vineyard Sound (C.G. AL)....Missing off Cuttyhunk I., Mass., 18 Sept. 1944

Landing Craft

LCI(L)-32..Enemy aetion, Mediterranean, 26 Jan. 1944
LCT(5)-310..Enemy aetion, Mediterranean, 9 Feb. 1944
LCT(5)-35..Enemy aetion, Mediterranean, 15 Feb. 1944
LCT(5)-26..Enemy action, Mediterranean, 25 Feb. 1944
LCT(5)-36..Enemy aetion, Mediterranean, 26 Feb. 1944
LCI(L)-20.....Enemy action, Mediterranean, 22 Jan.-31 March 1944
Unnamed landing eraft.....Enemy action, Mediterranean, 22 Jan.-31 Mar. 1944
LST-282.....Enemy action, Mediterranean. Sept. 1944
LCI(G)-459.....Struck mine, Pelelin, 19 Sept. 1944
LCI(L)-85.....Invasion of France
LCI(L)-91.....Invasion of France
LCI(L)-92.....Invasion of France
LCI(L)-93.....Invasion of France
LCI(L)-219.....Invasion of France
LCI(L)-232.....Invasion of France
LST-314.....Invasion of Franee
LST-348.....Invasion of France
LST-376.....Invasion of France
LST-496.....Invasion of France
LST-499.....Invasion of France
LST-523.....Invasion of France
LST-921.....Invasion of Franee

District Craft

YP-389....Gunfire, sub attack, Atlantic, 25 June 1942
YP-284.....Shelled off Tulagi, 27 Oct. 1942
Wilcox (C.G. YP).....Atlantic storm, 30 Sept. 1943
YMS-30.....Enemy action, Mediterranean, between 22 Jan.-31 March 1944
YT-198.....Enemy action, Mediterranean, between 22 Jan.-31 Mar. 1944
YMS-409.....Atlantic hurricane, Sept. 1944
YMS-21.....Enemy action, Mediterranean, Sept. 1944
YMS-24.....Enemy action, Mediterranean, Sept. 1944
YMS-304.....Invasion of France
YMS-350.....Invasion of France
YMS-378.....Invasion of Franee

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Picture Highlights from

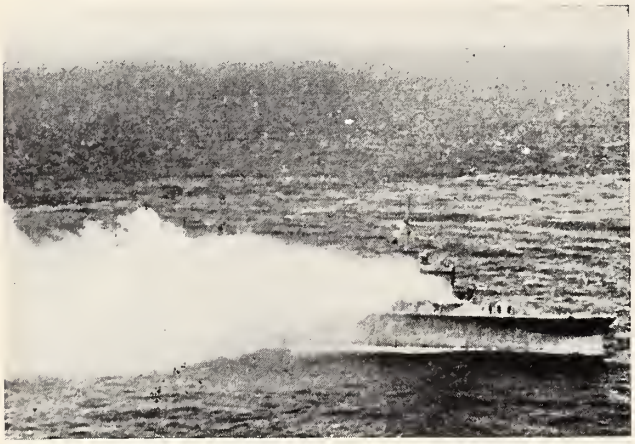


Nov.-Dec. 1943 Dawn of 20 Nov. at Tarawa also marked dawn of a year of crushing offensives against Japs. Marines conquered island in 76-hour battle, bloodiest in Corps' history; Army won Makin. Later, task forces hit Carolines, Marshalls.



Official U. S. Marine Corps photographs

Jan. 1944 In next step toward Tokyo, largest fleet world had ever seen descended on enemy bases in Marshalls, striking on last day of January. Kwajalein, huge atoll held by Japs for 30 years, fell to Marine and Army attackers in a week.



Feb. 1944 Carrier task forces hit Jap base at Truk in two-day attack, bagging 23 ships, 201 planes. Raid, said Admiral Nimitz, was "return visit" for Jap fleet's Pearl Harbor one, 7 Dec. 1941. "Partial settlement of debt" included this enemy cruiser.



March 1944 Sweeping Palau, Woleai and Yap on successive days, Task Force 58 destroyed 160 Jap planes, sank or damaged every ship anchored there (33 in all). Above: divebombers hover overhead as task force leaves Palau for its next blow.



Official U. S. Coast Guard photograph

April 1944 Achieving "complete surprise," forces of Gen. MacArthur and Admiral Nimitz leap-frogged Japs on New Guinea, cut off Jap 18th Army, won airfields at Hollandia and Aitape, 420 miles nearer Philippines. Here LST enters Tanahmerah Bay.



Official U. S. Navy photographs

May 1944 In their first combined operation, carrier forces from three Allied commands raided Jap base at Soerabaja, left Japs' only oil refinery on Java in flames (above). Same month saw heavy raids on Marcus and Wake, and landing on Biak Island.

the Navy's Third Year of the War



Official U. S. Army Signal Corps photograph

June 1944 Invasion of western Europe began as Army, borne in record armada of 4,000 ships, thousands of smaller craft, and supported by naval bombardment, landed on Normandy beaches. Week later Pacific forces invaded Marianas, routed Jap fleet.

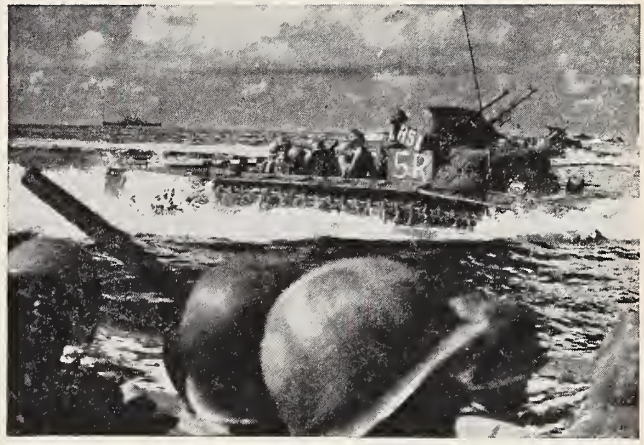


Official U. S. Navy photograph

July 1944 Following conquest of Saipan, and Navy's destruction of 402 Jap planes in one day, U. S. forces landed on Guam to reconquer first American territory taken by the Japs. Above: warships off Guam move into position to bombard island.



Aug. 1944 With Nazis still reeling from the successful breaching of Atlantic Wall, a second armada appeared off southern France to land invasion forces on Riviera coast. Above, invasion transports pour in supplies past abandoned Nazi pillbox.



Official U. S. Coast Guard photographs

Sept. 1944 In move that isolated Japs in the Carolines, making their Truk base "next to useless," Pacific forces invaded Palaus, east of Philippines. Above: first waves at Angaur. On same day Southwest Pacific forces were landing on Morotai.



Oct. 1944 Long-awaited showdown with the Jap Fleet followed our invasion of the Philippines. In utter rout, Japs had some 58 of 60 ships sunk or damaged, lost 2 BBs and 4 CVs. Above, Jap heavy cruiser is hit by Navy divebomber.



Official U. S. Navy photographs

Nov. 1944 Uninterrupted supply and reinforcement of our Philippine forces followed shattering defeat of Jap fleets. PT boats, above, patrol Leyte Gulf as Jap aircraft hammer at supply ships amid storm of ack-ack fire.

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These Developments Made



SUPERDREADNAUGHTS: 45,000-tonners Missouri (above) and Wisconsin were commissioned in 1944, to join Iowa and New Jersey, already in action. These 880-foot BBs pack 9 16-inchers, over 120 AAs.



JATO LEAPS, or jet-assisted take-offs, reduce take-off runs 33 to 60%, make possible heavier bombloads, use of small airstrips, quick getaway from limited lagoon area or crowded flight deck.



MERCY PLANES: Evacuating wounded by air was born under stress at Guadalcanal, came of age in 1944 when hundreds were flown to the U. S. in NATS Skymasters. Planes took 1,400 men off Tinian.



Official U. S. Navy photographs

FLOATING HIGHWAYS: Powered by twin outboard motors, a Rhino Ferry loaded with men and supplies heads for an Allied-held beach. These self-propelled pontoons were anchored in Normandy invasion to serve as ship-to-shore roadways. Other developments included flight decks on LSTs for spotter planes.

News on 1944's Fighting Fronts



ROCKET-FIRING LCIs made their debut in 1944. Here one of them blasts enemy position on Leyte. Rockets were also used on other landing craft and on Navy aircraft during the past year.



SUPER-DESTROYERS: So powerful that in the last war they would have been classed as cruisers, the new 2,200-ton Allen M. Sumner class of DDs joined the fleet this year. This is first picture released.



British Official photograph

MULBERRIES: Towed across the Channel and set up off Normandy, prefabricated "portable ports" helped to make possible the liberation of western Europe.



HELLDIVERS: The Navy disclosed that its slashing new divebomber, SB2C, long in developmental stage, had gone into action. Tested in late '43 Rabaul raid, it has seen heavy service on carriers this year.



Official U. S. Navy photographs

JUMBOS: Biggest amphib vessel, 450-ft. LSD (Landing Ship, Dock), played big role in 1944 invasions. Another newcomer was LSM (Landing Ship, Medium).

SPECIAL ★ SECTION
WAR ANNIVERSARY

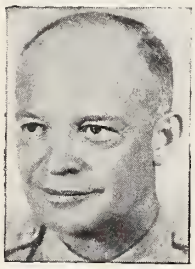
Chronology of Events on

NOVEMBER 1943

21: U. S. Marines and Army expand their toe-holds on Tarawa and Makin.
22: RAF drops 2,300 tons on Berlin.
22-26: Roosevelt, Churchill, Chiang confer at Cairo.
23: Conquest of Gilberts completed.
25: China-based U. S. bombers hit Formosa. British cross Sangro River in drive on Nazi winter line in Italy.
26: Bombers blast Bremen in biggest 8th USAAF raid. Red Army takes Gomel.
28: Roosevelt, Churchill, Stalin begin conference at Teheran.

DECEMBER

1-9: Chinese supported by U. S. planes take, lose, retake Changteh.
2: Nazi planes raid Bari, Italy, destroying 17 Allied ships.
4: U. S. carrier task force hits Kwajalein, Wotje.
7: U. S. naval task force raids Nauru.
8: Yanks take Mt. Camino, Italy.
10: Red troops take Znamenka in Ukraine.
13: RAF attacks Suda Bay, Crete.
14: Allies drop 400 tons on New Britain.
15: U. S. troops invade Arawe, New Britain.
18: 5th Army takes San Pietro, Italy.
21: Allied bombers hit Bremen, Frankfort.
24: General Eisenhower named to lead European invasion forces. Three thousand U. S., British planes blast Nazi "invasion coast."



Gen. Eisenhower

25: Red Army launches offensive west of Kiev. U. S. Marines seize beachheads on both sides of Cape Gloucester.
26: British Home Fleet units including HMS *Duke of York* sink Nazi battleship, *Scharnhorst*, save Russian-bound convoy.
27-28: Allied planes, ships sink three Nazi destroyers and a blockade runner in Bay of Biscay.
28: U. S. 5th Army takes Ortona.
30: Russians crumble 185-mile Nazi defense line west of Kiev.
31: Final Allied raid of 1943 sets record total of 11,000 tons of bombs dropped on Europe in one month.

JANUARY 1944

1: Allies land behind Jap lines at Saidor, New Guinea.
6: Red Army drives into pre-war Poland. RAF blasts Baltic port of Stettin.
7: 5th Army takes San Vittore, Italy.
9: U. S. troops take San Giusta, Italy.
11: Allies take Maungdaw, Burma. U. S. bombers smash German fighter assembly plants, shoot down 152 Nazi fighters; our loss, 60 bombers.
12: Russians take Sarny, Poland.
14: Allied planes fly 1,100 sorties against Northern France.
16: Allied planes sink or damage eight Jap ships in Rabaul daylight raid.
21: Red Army lifts siege of Leningrad. RAF gives Berlin biggest raid.
21-28: Allied planes destroy 149 Jap aircraft over Rabaul.
22: Allies land in Anzio-Nettuno area south of Rome.
22-23: Army, Navy planes bomb 6 Marshall Islands atolls.
24: Army, Navy planes bomb 4 Marshall Islands atolls.
25: U. S. patrols enter outskirts of Cassino, Italy.
27: Army-Navy reveal Japs starved, murdered more than 5,200 U. S. troops, many times that number of Filipinos on Corregidor and Bataan.
31: Combined U. S. forces invade Kwajalein following heavy carrier force raid and naval bombardment.

FEBRUARY

2: Red Army enters Estonia. U. S. 5th Army breaches Gustav line in Cassino push.
3: U. S. naval units shell Paramushiru.
7: Jap resistance ends on Kwajalein.
9: Navy announces USS *Ranger*, "sunk" by Nazis 10 months ago, has since destroyed 40,000 tons of German shipping.
10: Jap warships withdraw from Rabaul.
12: U. S. forces occupy Umboi Island.
14: Allies occupy Green Islands. In Italy, Allies bomb, shell Mt. Cassino Abbey, used as Nazi fortress.
15-16: Allied bombers sink 15 ships in Jap convoy from Truk.
16-17: Strong Navy task forces attack Truk.
17: Red Army "liquidates" 10 Nazi divisions trapped in Ukraine. U. S. forces land on Eniwetok. Army announces U. S. troopship sunk in European waters—1,000 lost.
22: U. S. task force raids Saipan, Tinian. Red Army takes Krivoi-rog.
28: Russians take 650 places in Pskev drive.
29: U. S. troops invade Admiralty Islands.

MARCH

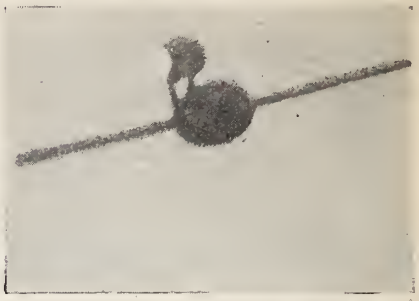
3, 10, 14: U. S. bombers blast railroad yards in Rome area.
5: Red Army begins Ukraine drive. U. S. force lands at Yaula Plantation, near Saidor.
6: Marines land on Willaumez peninsula, New Britain.
8: Allies make heaviest daylight bombing raid on Berlin.
10: U. S. Liberators bomb Kowloon docks at Hong Kong.
11: U. S. Marauders hit Florence railway yards for first time. British, Indian troops take Buthidaung, Burma.
12: Yanks capture Wotho Atoll, Marshalls, without opposition.
13: U. S. troops land at Linga Linga, New Britain.
14: Red Army closes trap on Nazi divisions in Ukraine, killing 10,000 taking 4,000 prisoners.
15: U. S. bombers level Cassino. U. S. troops land on Manus Island, largest of Admiralty group. Army bombers make first attack on Truk.
16: Army Liberators bomb Matsuwa, in Kurils, 500 miles from Jap mainland. Army, Navy reveal 23 Army transports shot down over Sicily in July 1943 by "friendly naval and ground gunfire as well as enemy antiaircraft with loss of 410 American lives."
17: U. S. planes land troops behind Jap lines in Northern Burma. U. S. bombers raid Vienna for first time.
18: U. S. battleships, carrier planes bombard Mille.
19: Red Army captures 40 places inside Bessarabia.
19-20: U. S. bombers sink 5-ship Jap convoy off Wewak.
20: U. S., Chinese smash Jap resistance in Hukawng Valley of Northern Burma. Marines land on Emirau.
21: Navy reveals British receive 38 U. S. escort carriers by lend-lease. Finland rejects Russian armistice terms.
22: Japs invade India from Burma.
22-23: Five thousand Allied planes drop 6,000 tons of bombs on Nazi Europe in 24 hours.
24: RAF loses 73 bombers while dropping 2,800 tons of bombs on Berlin. U. S. destroyers shell Pityilu Island.



Official U. S. Army Signal Corps photograph

November: Leaders set Pacific war aims at Cairo.

25: U. S., Chinese forces capture Shaduzup, Burma. Aleutian-based Army, Navy planes bomb Kurils.
26: Yugoslav Partisans turn back Nazis, go on offensive in Bosnia.



British Official photograph

June: Robombs hit England.

29-31: U. S. fleet forces attack Palaus, Woleai and Yap. Central, Southwest Pacific Allied bombers begin two-way raids on Truk.

APRIL

1-30: U. S., British bombers from Britain and Italy continue round-the-clock raids on Nazi Europe with 6,000 planes in some attacks.
1: British close eastern coastal area of England to visitors.
2: Red Army enters Rumania.
3: Allied bombers destroy 288 Jap planes at Hollandia in week. British announce carrier planes have set afire Nazi battleship *Tirpitz*.
5: More than 250 Allied planes attack Hollandia.
5-6: Allied planes bomb Wakde Island for first time.
10: Red Army captures Odessa. U. S. destroyers shell Hansa Bay, Madang, Alexishafen in New Guinea.
13: Red troops capture Simferopol, capital of Crimea. Australians capture Begadjim, New Guinea.
17: Army, Navy heavy bombers attack Saipan, Tinian for first time.
18: Japs start new drive in Honan Province. Allied planes bomb Rabaul for 16th straight day.
19: Carrier planes from Allied naval force raid Sumatra.
22: U. S. troops land at Hollandia and Aitape under fleet coverage. Jap troops take Chengchow, China. Allied planes from Corsica bomb Italian rail targets.
23: U. S. forces occupy Ujelang, in Marshalls.
24: U. S. reveals its troops occupied Shemya Island, Aleutians, 10 months ago. U. S. land-based bombers raid Guam.
27: Allies complete Hollandia conquest.
28: U. S. forces land at Torare Bay, Demta in Dutch New Guinea.
29-30: U. S. warships, planes blast Wakde Island.

MAY

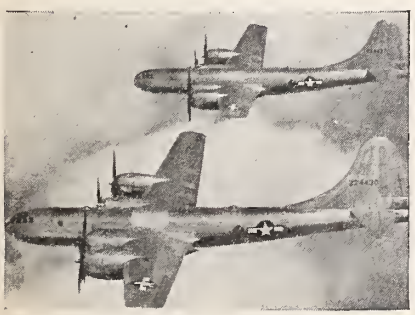
1: U. S. task force completes three-day battering of Truk, Satawan, Ponape.
1-2,4-5,8-9,10-11, 16,27,30: Army bombers blast Truk, Ponape.
1-31: RAF, U. S. bombers dump thousands of tons of bombs on Nazi Europe's synthetic oil plants, railyards, industry.
3: Allied planes, PTs smash 20 Jap supply barges fleeing Wewak. Nazis flood Pontine Marshes between Anzio and Cassino.
3-4: Red warships, planes sink 11 Nazi ships off Sevastopol bringing total to 110 in 22 days.
5: RAF divebombers breach Pescara dam in Italy.
6: Army, Navy land-based bombers hit Guam.
9: Red Army takes Sevastopol.
10: Chinese begin drive to Northern Burma.
11: Allies open Central Italy offensive.
12: U. S. fighters, bombers use rocket guns in Rabaul raid.
16: U. S. troops pursue Nazis fleeing up Tyrrhenian coast, Italy.

All Fronts During Our Third War Year

17: U. S., French troops reach Hitler line in Italy. U. S., Chinese troops capture Myitkyina airdrome. U. S. forces invade Wakde. Allied carrier-force planes raid Soerabaja.
18: Cassino falls to Allies.
19: Large convoy reaches Russia without loss of merchant ship.
21-23: Land-based Navy planes bomb Kurils.
24: U. S. troops take Torracina, Italy.
25: U. S. forces link Anzio beachhead with mainfront. Navy reveals bombers using rocket guns against U-boats.
27: Allies land on Biak Island.
28: Army, Navy bombers raid Saipan.
29: First tank fight in Southwest Pacific occurs on Biak.
30: Chinese isolate Jap garrison at Kamaing.

JUNE

1-2: U. S. troops take Velletri and Valmonone, Italy.
2: Army lands unopposed on Owi and Wundi Islands near Biak. Fortresses from Italy raid Balkans, land in Russia.
4: U. S. 5th Army takes Rome.
5: U. S. heavies bomb Pas-de-Calais and Boulogne areas of France.
6: Allies invade Normandy following intense aerial, warship bombardment. U. S. bombers give Bangkok, Thailand, worst raid.
7: Allied invasion troops in France expand beachhead, take Bayeux. Allies in Italy score major breakthrough northwest of Rome.
8: Allied bombers sink four Jap destroyers off Biak.
9: Allies capture Ste. Mere-Eglise, France.
10: 5th Army captures Tuscania, Italy. Red Army opens offensive against Finland.
10-14: U. S. task force attacks Saipan, Tinian, Guam, Rota.
13: Germans launch robot bomb attack on England. 5th Army drives 70 miles north of Rome.
14: U. S. forces land on Saipan. Carrier planes attack Bonin, Volcano Islands.
15: B-29 superfortresses bomb Yawata, Japan. Americans capture Charan-Kanoa, Saipan.
16: Chinese capture Kamaing.
17: Mitchells, fighter escort destroy 50 Jap planes in raid off Sorong.
18: Yanks cut across Cherbourg peninsula. Red Army takes Kiovisto, breaks Mannerheim line. U. S. Pacific Fleet forces destroy 402 Jap planes off Saipan; we lose 27 planes.
19: U. S. carrier planes sink Jap carrier, damage many warships, drive off big Jap fleet near Saipan in First Battle of the Philippine Sea. U. S. heavy bombers hit Nazi robot bases.
20: Red Army takes Viipuri, Finland. Yanks in control of all Biak airfields. Japs capture Changsha.
21: Approximately 2,200 U. S. bombers in shuttle raid between England and Russia on Berlin. Allied task force planes raid Port Blair in Bay of Bengal.
22: Allied bombers sink six Jap vessels in Sorong area.
23: Red Army unleashes offensive against Nazis near Vitebsk. U. S. carrier planes attack Iwo Jima, shoot down 116 Jap planes; we lose five.



Official U. S. Army Air Forces photograph

June: B-29s first bombed Japan.

23-24: U. S. heavies bomb Ploesti oil center.
24: Allies break into Mogaung, Burma.
25: Allies take Follonica, Italy.
25-26: Navy task force shells Paramushiru.
25-28: Allied planes drop 153 tons of bombs on Yap.
26: Yanks take Cherbourg.
28: Reds take Mogilev, drive towards Minsk.
29: Two thousand U. S. planes bomb industrial Germany. China-based Liberators bomb Takao, Formosa.
30: Dancs riot against Nazis in Copenhagen.

JULY

2: Yanks land on Noemfoor Island.
2-3: Pacific Fleet carrier force raids Bonin, Volcanoes.
3: Russians capture Minsk.
4: Reds capture Polotzk. British take Ukrul, India. U. S. forces take Garapan, capital of Saipan.
7: B-29s raid Sasebo, Yawata in Japan. Thousand-bomber raid on Germany brings out heavy fighter opposition—115 Nazi fighters shot down.
8: Organized resistance ends on Saipan.
9: Caen falls to British, Canadians. U. S. 5th Army takes Volterra, Italy.
13: Red Army captures Vilna. Navy land planes bomb Volcanoes. Navy announces Task Force 58 destroyed 767 Jap planes, sank or damaged 70 ships in month's Pacific operations; its loss, 157 planes.
13-14: British, Greek landing force wipes out Axis garrison on Symi.



Official U. S. Army Signal Corps photographs

August: Paris was liberated.

14: Allied bombers raid Bula, Ceram oil center. Red troops take Pinsk.
15: Robot bombs strike London after five-night lull.
16: British 8th Army takes Arezzo, Italy.
18: British break through at east end of Normandy peninsula. Premier Tojo of Japan is "relieved" of his job. More than 1,800 U. S. planes attack robot bases.
19: Allies take Leghorn, Italy. Reds cross 1941 Nazi border.
20: Americans invade Guam, after carrier planes and warships soften up island defenses for 17 days.
21: RAF blasts Nazi convoy off Helgoland.
23: Marines land on Tinian. Russians enter Lublin.
24: Allied air patrol planes sink Jap vessel within 70 miles of Mindanao.
24-25: U. S. carrier planes hit Palaus, Yap and Ulithi.
25: Allied naval force attacks Sabang.
26: Chinese troops retake Leiyang. Red Army takes Deblin, 35 miles from Warsaw. Double-size robot bombs hit England.
27: Allied planes begin large-scale attacks on Halmahera.
28: Russians capture Brest-Litovsk.
28-30: Liberators bomb Truk.
29: Red artillery shells Warsaw suburbs. Yanks take Coutances, France. B-29s bomb Anshan, Manchuria.
30: Allies land at Sansapor.
31: Yanks take Avranches, France.



October: Yanks breached Siegfried line.

AUGUST

1: Russians reach Baltic.
2: American flag raised over Tinian.
2-3: Robot-bomb attack lasts 14 hours.
3: Americans take Rennes, Brittany.
3-4: U. S. warships, carrier planes batter Bonins, Volcanoes.
4: Allied patrols enter Florence. U. S., Chinese troops take Myitkyina.
7: Yanks cut off Brittany.
8: Hengyang falls to Japs. B-24s attack Shanghai harbor area.
8-9: Allied bombers hit Jap airdromes at Davao.
9: U. S. tanks bypass Le Mans. Army bombers use Marianas bases to hit Iwo Jima. Navy reveals Americans are back on Baker Island, east of the Gilberts. Jap resistance ends on Guam.
10: B-29s bomb Nagasaki, Japan and Palembang, Sumatra. Russians renew Warsaw drive.
11: British reveal carrier planes attack Norwegian coast.
12: Allies in control of Florence.
13: Allied bombers "practically neutralize" Halmahera airdromes.
15: Allies land on Riviera in invasion of Southern France. China-based Liberators raid Jap naval base in Pescadores.
17: Red Army reaches East Prussian border. Japs pushed out of Eastern India. RAF drops 70,000 incendiary bombs on Kiel, Stettin.
19-22: Red Army takes Jassy, 350 other places in Rumania drive.
20: B-29s bomb Yawata. U. S. troops close in on Paris. French troops enter Toulon.
21: Liberators, Mitchells bomb Halmahera and Davao.
22-23: Italy-based bombers attack Vienna.
23: Marseille, Grenoble fall to Allies. FFI announces Paris is free. Liberators make heaviest raid on Halmahera.
24: Paris battle continues.
25: Paris liberated.
28: Yanks reach Marne River. Reds drive 10 miles into Transylvania.
28-29: Allied planes strafe, bomb Davao.
29: Polish troops take Fano, Italy.
30: Red Army takes Ploesti.
31: British take Amiens, France. Red Army enters Bucharest.

SEPTEMBER

1: U. S. carrier planes blast Volcanoes for three days. Bombers make heaviest raid on Davao and Palaus.
2: U. S. 1st Army enters Belgium, 5th Army captures Pisa. Robot bombs hit Paris.
2-4: Allied planes sink or damage 49 Jap barges, cargo ships.
3-4: Liberators hit Marcus Island for first time.
4: Finns, Russians conclude armistice. British capture Breda, Holland.
5: Russia declares war on Bulgaria.
6-13: Navy task force shells Palaus.
7: Japs capture Lingling, China airbase. Allies land at Soepiori Island.
8: Russians enter Bulgaria. 3rd Fleet units attack near Mindanao, sink 32 coastal vessels, 20 sampans. B-29s raid Anshan, Manchuria. Malta lifts blackouts.

SPECIAL ★ SECTION
WAR ANNIVERSARY

9: Russia accepts Bulgarian armistice after four-day war.
9-13: U. S. carrier planes batter Japs in Philippines.
10: Yanks shell German soil.
10-11: Allied bombers make record assaults on Celebes Island.
11: U. S. 7th, 3rd Armies join forces at Dijon; 1st Army invades Germany. U. S. bombers, fighters attacking Germany shoot down 133 Nazi planes, destroy 42 more on ground.
11-13: 3rd Fleet units attack Cebu, Negros, Panay Islands.
12: Rumania signs armistice with Allies. Allied fliers destroy 105 Nazi planes. Allied planes attack Zamboanga airdrome.
13: U. S. 1st Army digs in near Aachen.
14: U. S. forces invade Peleliu in the Palaus. Russian, Polish troops capture Praga, Warsaw suburb. Chinese capture Tengyueh, first large Chinese city to be liberated in seven years. Allies land on Morotai. Nazis attack Finns on Suursaari Island.
15: 3rd Army takes Nancy. British commandos land on Greek island of Cythera.
16: U. S. troops land on Angaur in the Palaus. Reds push through Sofia, Bulgaria. Allies land in Albania.
17: Allied parachute and glider troops land in Holland.
17-19: Allied carrier force planes attack Crete.
17-20: Red drive on Riga, Latvia, overruns 3,000 towns.
18: Allied naval task force sinks eight enemy ships in Aegean Sea. British carrier planes attack Sumatra. Allied bombers drop 120 tons on Davao area.
19: Allied bombers drop 155 tons of bombs on Celebes Island. Jap resistance ends on Angaur.
20-21: U. S. forces occupy Ulithi.
20-23: 3rd Fleet planes sweep Luzon, destroy 393 Jap planes, 68 ships.
21: U. S., British troops capture bridge at Nijmegen, Holland and attempt to relieve trapped parachutists at Arnhem.
22: Russians take Tallinn, Estonia. Allies capture Rimini, Italy.
23: Allied transport planes, gliders bring reinforcements, supplies to airborne troops at Arnhem. Finns attack Nazis in northern Finland.
24: Australian-based bombers attack Batavia area of Java for first time. Reds cross Hungarian frontier. British airborne troops land in Greece.
25: U. S. Catalina bomber sinks two DEs, seaplane tender in Davao Gulf. Yugoslav Partisans fight for Belgrade.
25-26: Allies evacuate airborne troops from Arnhem.
26: B-29s hit Anshan, Manchuria. British force lands in Greece.
27: U. S. Marines invade Ngesebus, Kongauru Islands in Palaus.
30: Allied bombers raid Balikpapan, Borneo. British announce subs sink 37 Nazi ships. U. S. 14th AAF destroys its base at Tanchuk, China, before Japs enter city.

OCTOBER

1: Canadians take Calais.
2: U. S. 1st Army breaches Siegfried Line.
3: Allies "secure" Angaur, Peleliu, Ngesebus, Kongauru. Poles inside Warsaw surrender to Nazis.
4,8,10,14: Allied bombers hit Balikpapan.
6: Red troops invade Hungary. British take Rion, Greece. U. S. bombers hit Berlin 168th time.
7: Japs land on coast of Fukien Province, China.
8: 3rd Fleet shells Marcus. U. S. troops land on Garakayo Islands in Palaus; secure them in 24 hours.
10: 3rd Fleet planes attack Ryubyu Islands; destroy 89 Jap planes, sink or damage 58 ships. British enter Corinth, Greece. U. S. troops invade Bairakascru Islet.
11-16: 3rd Fleet planes attack Formosa, Philippines; destroy 915 Jap planes, 128 ships.
13: Red Army takes Riga. Nazis evacuate Athens. Japs take Kweiping, China. Chinese admit loss of Foochow.
13-14: Allied bombers drop 10,000 tons on Duisburg, Germany.
14: British troops occupy Athens.
14,16,17: B-29s raid Formosa.
15: Russians capture Petsamo, Finland.
16: Russians invade East Prussia. Liberators sink Jap cruiser in South China Sea.
16-19: Gen. MacArthur's forces land in Philippines under cover of 7th Fleet bombardment, 3rd Fleet carrier raids.
20: Red Army takes Belgrade, Debrecen, Hungary.
21: Nazis surrender unconditionally in Aachen. British naval units complete three-day attack on Nicobar Island group in Bay of Bengal as British reveal "vast British ficet" has started for Pacific. Allies take Cesena, Italy.
22: Yanks take Tacloban, capital of Leyte. Canadians capture Breskens, Holland, in Schelde drive.
22-25: Ships, planes of U. S. 3rd, 7th Fleets and U. S. subs sink 24 Jap warships, severely damage many others in second Battle of Philippines at loss of 6 U. S. ships sunk.
23: Red troops fight 19 miles into East Prussia. RAF sends 1,000 bombers over Essen.
24: Robot bombs hit Belgium. Red Army liberates Suwalki Chust, Czechoslovakia. Allied troops occupy Lamia, Greece. Allied bombers drop 50 tons of bombs on Vogelkop.
25: B-29s hit Omura, Japan. Russians invade Norway, take Kirkenes. 5th Army takes Mt. Belmonte. Red Army liberates all of Transylvania. More than 2,200 U. S., British bombers hit Nazi oil, rail, targets. U. S. troops cross to Samar from Leyte.
26: Allies land on Sehelde Islands. Russians take Mukacevo, Czechoslovakia. Liberators, Fortresses raid northern Ruhr area. B-24s hit remnants of Jap task force fleeing in South China Sea.
26-27: British occupy Piscopi Island, northwest of Rhodes.
27: British seize Tilburg and 's-Hertogenbosch, Holland. Red Army takes Uzhorod, Ruthenian capital.
28: Bulgaria signs Armistice with Allies. Red troops take 80 places northwest of Belgrade. U. S. 3d Fleet carrier planes hit Jap warships at Manila.
29: RAF bombers hit crippled Nazi battleship *Tirpitz* again off Norway. Polish troops take Breda. British, Chinese troops in Burma liberate 2,000 square miles.
30: Admiral Nimitz announces U. S. Pacific carrier planes have destroyed 2,594 Jap planes in two months; our loss, 300 planes. British take Roosendaal, Holland. RAF hits Cologne sixth time in three days. British ships, planes sink six enemy ships, damage 20 off Norway.
31: England gets first daylight robombing in month.

NOVEMBER

1: British commandos storm Walcheren Island, last Nazi bastion guarding approaches to Antwerp. Japs land reinforcements on Leyte despite loss of two transports to U. S. planes.
2: U. S. 1st Army launches offensive southeast of Aachen. More than 2,400 U. S. bombers, fighters destroy 208 Nazi planes in air battle over Germany. German rear guards pull out of Greece.
3: B-29s, carrying largest bomb load, hit Rangoon. Allies open Antwerp port.
4: 3d Fleet carrier planes raid Luzon, destroy 191 planes, sink or damage six warships in Manila harbor. Over 5,000 planes strike Nazi cities.
5: U. S. troops take Pinamopoan, Leyte. B-29s bomb Singapore and Sumatra. 3d Fleet carrier planes destroy 249 Jap planes, sink or damage 20 enemy vessels near Manila.
7: Japs reoccupy Ngeregong in Palaus.
8: U. S. 3d Army opens drive between Metz and Nancy.
9: U. S. 3d Army crosses Moselle River in Metz drive. British take Forli, Italy.
10: Allied planes, PT boats sink seven Jap destroyers, three transports that landed reinforcements on Leyte. Japs announce capture of Kweilin and Luichow, last U. S. airbases in southeastern China. British reveal Nazis are using new V-2 rocket bomb against England. Pacific Fleet warships bombard Iwo Jima.
11: 3d Fleet carrier planes destroy Jap convoy of six destroyers, four transports in Ormoc Bay. B-29s raid Omura, Kyushu; Nanking and Shanghai.
12: RAF bombers sink Nazi battleship *Tirpitz* in Norwegian fjord. British warships sink 9 of 11-ship German convoy off Norway. 3d Fleet carrier planes sink Jap cruiser, four destroyers, 11 cargo vessels and oilers near Manila Bay.
13: Red Army takes Jaszapati in Budapest drive. Yugoslav partisans announce capture of Skoplje.
14: U. S. Army units reoccupy Ngeregong Island. British 2nd Army attack near Weert, Holland.
15: U. S. forces seize Mapia Islands north of New Guinea.
16: Six Allied armies open offensive behind record bomber barrage along 450-mile front from Holland to the Alps. Allied fighter planes sink more than 30 Jap barges in Ormoc area.
18: U. S. 3d Army penetrates Metz, invades German Saar. French troops smash deep into Belfort Gap. Germany admits evacuation of its troops from Tirana, capital of Albania and 15th European capital to be freed since 4 June. 3d Fleet carrier planes again batter Jap shipping in Manila Bay.
19: British, U. S. troops take Geilenkirchen, largest German city yet captured by Allies. Yanks encircle Metz. U. S. carrier planes bomb Manila area, destroy 118 Jap planes.
20: Yanks take Metz. French troops take Belfort. B-29s raid Kyushu, Japan.

U. S. and Japanese Naval Losses

	Sunk		Probably Sunk		Total	
	U. S.	Jap	U. S.	Jap	U. S.	Jap
Battleships	1	4	0	1	1	5
Aircraft Carriers	9	11	0	2	9	13
Cruisers	9	41	1	13	10	54
Destroyers	47	100	4	26	51	126
Destroyer Escorts	5	15	0	0	5	15
Submarines	5	10	28	1	33	11
Fleet Tankers	4	117	0	8	4	125
Others	109	62	6	25	115	87
	189	360	39	76	228	436

Figures are those announced in Navy Department communiques from 7 Dec. 1941 to 10 Nov. 1944. U. S. losses are for all theaters and include, under "sunk," nine ships destroyed to prevent capture: a destroyer, a submarine and seven other craft, and three submarines lost in circumstances other than combat (see p. 23). Japanese losses include some inflicted by Marine Corps and Army forces.

THE RETIREMENT PAY QUESTION

Here's Straight Dope on the Laws and Regulations on Retirement Pay and Pensions for Naval Personnel

WHAT'S the straight dope on retirement?

That question, in a variety of forms, is constantly directed at BuPers and Marine Corps and Coast Guard headquarters—from officers and enlisted personnel who have served long enough to anticipate retirement after the war, from reservists who are considering making the regular service their career and from personnel disabled in service.

The retirement question has thousands of answers, depending on individual service records and other circumstances and upon numerous Federal statutes and Navy, Marine Corps and Coast Guard regulations affecting retirement. But there are general statements which cover most situations, and these are summarized below.

In general, the Navy and Marine Corps operate under the same retirement laws and their retirement regulations are the same in most cases. The Coast Guard operates with the Navy only in time of war or when the President so directs, and upon termination of the emergency it is scheduled to revert to the peacetime jurisdiction of the Treasury Department. Coast Guard retirement laws and regulations are not identical with those of the Navy and Marine Corps, and Coast Guard retirement procedure is presented separately in this article.

While the naval retirement system functions along well-defined lines, it should be remembered that voluntary retirement is not always a right of an officer or enlisted person. In many instances it is discretionary with the President.

Once retired, an officer or enlisted man remains on the retired list, even if called back to active duty.

Retirement falls into two classes—officer and enlisted. Each of these, in turn, may be sub-divided into regular Navy and Naval Reserve or Marine Corps and Marine Corps Reserve, as the case may be, and then into retirement for service or retirement for disability. For regular Navy or Marine Corps enlisted retirement, the Fleet Reserve or Fleet Marine Corps Reserve is an intermediate stage, since a majority of regular Navy and Marine Corps enlisted men pass to the retired list from this Reserve.

Active duty service, as used for purposes of retirement and disability pay, includes generally any combination of regular and reserve service, commissioned, warrant or enlisted.

An officer or enlisted person entitled to retirement for service-connected physical disabilities may elect to accept retired pay from the Navy or pension from the Veterans Administration. Retired pay is the same, depending upon rank or rating and length of service, regardless of nature of disabilty. Pension or compensation from the Veterans Administration varies, depending on the nature of the disability.

Neither officer nor enlisted personnel, under existing law, may draw both retired pay and disabilty pensions except that Public Law 314, 78th Congress, recently authorized persons of the regular Navy drawing retired pay for military or naval service and eligible for pension or compensation from the Veterans Administration to accept the latter if they waive the equivalent in retired pay. To prevent duplication of payments, the department with which any such waiver is filed will notify the Veterans Administration of the receipt of such waiver, the amount waived, and the effective date of the reduction in retired pay (the individual need take no action beyond signing the waiver).

Under present rulings of the Bureau of Internal Revenue, retired pay for service is subject to Federal income tax whereas retired pay for disability incurred in the line of duty and Veterans Administration pensions are not.

The same laws and regulations for service-connected physical disability which apply to male officers and enlisted personnel of the Navy, Marine Corps and Coast Guard apply likewise to officers and enlisted personnel of the women's reserves of these three branches of the armed forces.

Since the women's reserves are but recently established and temporary, as now set up, there is no provision for retirement of women's reserve personnel for service. This situation probably would be changed should any or all of the women's reserves be made permanent by subsequent Congressional legislation.

The Navy Nurse Corps and its own reserve operate under separate retirement laws, administered by the Bureau of Medicine and Surgery for all but final action in each case. Retirement procedure for this branch of the service is, like that of the Coast Guard, presented separately.

COMMISSIONED AND WARRANT OFFICERS OF THE REGULAR NAVY AND MARINE CORPS

UNDER the law, commissioned officers of the Marine Corps are retired in like manner and with the same relative conditions in all respects as provided for commissioned officers of the line of the Navy, and commissioned warrant and warrant officers of the Marine Corps under the same conditions provided for similar officers of the Navy. Although the words "regular Navy" are used throughout, that which follows regarding retirement of naval officers is applicable also to officers of corresponding grades of the Marine Corps.

FOR SERVICE:

Upon his own application, submitted to SecNav via official channels, a line officer of the regular Navy may be retired with 20 years or more of active commissioned service. Approval of such applications is a discretionary matter with the President. Upon approval of the President, the officer is transferred to the retired

MUSTERING-OUT PAY

For most personnel not covered by the retirement and disability provisions outlined in this article, there is available upon release to inactive duty or honorable discharge a sum of money commonly called "mustering-out pay."

The mustering-out pay law applies to those who leave the service on or after 7 Dec. 1941. The scale of payments follows:

To eligible veterans with less than 60 days' active service, $100.

Those with active service of 60 days or more but no service outside the continental limits of the United States or in Alaska, $200, payable in two monthly installments of $100 each.

Those with active service of 60 days or more and with service outside the continental limits of the United States or in Alaska, $300, payable in three equal monthly installments.

All personnel with the above service are eligible for the benefits of the mustering-out pay law *except the following*:

(1) Those who were not discharged under honorable conditions.

(2) Those who at the time of discharge or release from active duty are transferred or returned to the retired list, with retired pay, or to a status in which they receive retirement pay.

(3) Those discharged or released from active duty on their own request to accept employment who have not served outside the continental limits of the United States or in Alaska.

(4) Members of the armed forces whose total active service has been as a student detailed for training under certain specialized or college training programs.

(5) Any member of the armed forces for any active service performed prior to date of discharge for the purpose of entering the U. S. Naval Academy, the U. S. Coast Guard Academy or the U. S. Military Academy.

(6) Those whose only service has been as a cadet at the U. S. Coast Guard Academy or as a midshipman at the U. S. Naval Academy or in a preparatory school after nomination as a principal, alternate, or candidate for admission to any such academy.

(7) Any officer, who at time of discharge or release from active service, held a grade higher than that of captain in the Marine Corps or lieutenant in the Navy or Coast Guard or any captain or lieutenant with over 17 years' service for pay purposes.

list. His retired pay is 2½% of the total of his base pay and longevity at time of retirement multiplied by the number of years of service credited in the computation of his active duty pay. At this time, this particular form of retirement would be approved only under most extraordinary circumstances.

Upon his own application, submitted to SecNav via official channels, an officer of the regular Navy, line or staff, including commissioned warrant and warrant officers, may be retired with 30 years active duty service. Approval of such applications is a discretionary matter with the President. Upon approval of the President, he is transferred to the retired list. Staff officers of the Navy (there are no staff officers in the Marine Corps) and chief warrant and warrant officers of the Navy and Marine Corps are not eligible to apply for retirement for active duty service of less than 30 years.

An officer who is retired upon his own application after 30 years' active service is entitled to 75% of the highest pay of his permanent grade on the active list.

Approval of an officer's request for retirement after 40 years or more of active duty service is by law mandatory upon the President. This officer's retired pay is equal to 75% of the active duty pay of his permanent grade at time of retirement (i. e., 75% of base pay and 75% of longevity).

For purposes of 30- or 40-year retirement in the regular Navy, active duty as an officer or enlisted man in the Army, Navy, Marine Corps, Coast Guard and their reserve components, including service as a midshipman if appointed prior to 4 March 1913, and military service in the adjunct forces, may be counted. However, only active *commissioned* service in the various branches of the service may be counted for 20-year retirement. Service that may be counted for 20-year retirement of officers in the regular Marine Corps is restricted by law to commissioned service on the active list of the Marine Corps, whether under a temporary or permanent appointment, and commissioned service on active duty in the Marine Corps Reserve and the National Naval Volunteers.

Upon reaching 64 years of age, all regular commissioned officers on the active list, except those serving in the ranks of admiral and vice admiral, are retired by the President in their current rank at 75% of the active duty pay (in cases below the rank of rear admiral, 75% of base pay and 75% of longevity) they were drawing at time of retirement, regardless of length of service and whether their rank is permanent or temporary. Officers serving in the rank of admiral or vice admiral on the active list under temporary appointments or designations become subject to the 64-year age retirement after reverting to their previous rank upon the termination of their temporary appointments or upon the termination of the duty which resulted in their designations as admiral or vice admiral.

The Pay Readjustment Act of 1942 provides that the retired pay of any officer of the regular Navy who served in any capacity as a member of the military or naval forces of the U. S. prior to 12 Nov. 1918 hereafter retired under any provision of law, shall, unless such officer is entitled to retired pay of a higher grade, be 75% of his active duty pay at time of retirement (i. e., 75% of base pay and 75% of longevity).

Officers of the regular Navy and Marine Corps who have been specially commended by SecNav (or the Secretary of War) for performance of duty in actual combat are, upon retirement, placed upon the retired list with the rank of the next higher grade with 75% of the active duty pay of the grade in which serving at the time of retirement. This does not apply to line officers on a permanent promotion list who fail physically for promotion, are found incapacitated for service by reason of physical disability contracted in line of duty and are retired in the rank for which selected or adjudged fitted, in accordance with section 12(b) of the Line Personnel Act of 23 June 1938.

When a regular officer is being retired, he is automatically considered for the honor of being placed on the retired list at one grade higher if he has been specially commended by SecNav (or the Secretary of War) for performance of duty in actual combat.

The term "specially commended" is interpreted strictly by the Board of Decorations, Medals and Awards, and the higher grade is recommended for relatively few of those who are considered. When such a recommendation is approved by SecNav, the officer is, upon retirement, advanced to the higher rank on the retired list (but with retired pay based on his rank at time of retirement).

FOR DISABILITY:

Any regular Navy or Marine officer who is retired for physical disability incurred in line of duty is entitled to retired pay at 75% of the active duty pay of his permanent rank or of the rank in which disability is determined to have been incurred if serving under a higher temporary appointment.

Regular officers who are found to be incapacitated for service by reason of disability not the result of an incident of the service are wholly retired with one year's pay, or if the disability is not the result of their own misconduct, may instead be placed on the retired list with 50% of their active duty pay (i.e., 50% of base pay and 50% of longevity), if the President so determines. (Retirement provisions for one year's pay and 50% of pay do not apply to officers of the Naval Reserve or Marine Corps Reserve.)

Briefly, the procedure for retirement of officers for physical disability follows: (1) Examined by a board of medical survey, board recommends appearance before a retiring board; (2) Report of the board of medical survey is transmitted to the Surgeon General for appropriate recom-

RETIRED PAY FOR COMMISSIONED AND WARRANT OFFICERS

of the Regular Navy and Marine Corps and Their Reserves

TYPE OF RETIREMENT (See accompanying article)	Length of Service for Pay Purposes	RANK FOR PAY PURPOSES											
		W. O.	C. W. O. less than 10 Yrs. Comm. Service	C. W. O. over 10 Yrs. Comm. Service	C. W. O. over 20 Yrs. Comm. Service	Ens. 2nd Lieut.	Lt. (jg) 1st Lieut.	Lieut. Captain	Lt. Cdr. Major	Cdr. Lt. Col.	Commodore and Capt.; Colonel	Rear Adm. Lower Half; Brig. Gen.	Other Flag and General Officers
RETIREMENT OF ALL OFFICERS at 75% of base pay and 75% of longevity for: A—Physical disability incurred in line of duty (at any time). B—30 years or more active duty service. See article for service which qualifies. C—Upon reaching age 64.	Under 3 Yrs.	$112.50	$131.25	.....	.....	$112.50	$125.00	$150.00	$187.50	$218.75	$250.00	$375.00—ADMIRALS AND GENERAL OFFICERS DRAW NO LONGEVITY	$500.00—ADMIRALS AND GENERAL OFFICERS DRAW NO LONGEVITY
	3 Yrs. or More	118.13	137.81	.....	.....	118.13*	131.25	157.50	196.88	229.69	262.50		
	6 Yrs. or More	123.75	144.38	.....	.....	137.50	137.50	165.00	206.25	240.62	275.00		
	9 Yrs. or More	129.38	150.94	over 10 yrs. $172.50	.....	143.75	143.75*	172.50	215.63	251.57	287.50		
	12 Yrs. or More	135.00	157.50	180.00	.....	150.00	180.00	180.00	225.00	262.50	300.00		
	15 Yrs. or More	140.63	164.06	187.50	.....	156.25	187.50	187.50*	234.38	273.44	312.50		
	18 Yrs. or More	146.25	170.63	195.00	over 20 yrs. $243.75	162.50	195.00	243.75	243.75	284.38	325.00		
	21 Yrs. or More	151.88	177.19	202.50	253.13	168.75	202.50	253.13	253.13*	295.31	337.50		
	24 Yrs. or More	157.50	183.75	210.00	262.50	175.00	210.00	262.50	306.25	306.25	350.00		
	27 Yrs. or More	163.13	190.31	217.50	271.88	181.25	217.50	271.88	317.19	317.19	362.50		
	30 Yrs. or More	168.75	196.88	225.00	281.25	187.50	225.00	281.25	328.13	375.00	375.00		
RETIREMENT FOR SERVICE for 20 years or more of active duty service as commissioned officer, under conditions set forth in accompanying article. Totals are based upon 2½% of monthly base pay and longevity multiplied by number of years of active duty service. Remaining fractional period of six months and over counts as one year.	20 Yrs.	NOT ELIGIBLE	NOT ELIGIBLE	NOT ELIGIBLE	NOT ELIGIBLE	108.33	130.00	162.50	162.50	189.59	216.66	$250.00	$333.33
	21 Yrs.					118.12	141.75	177.19	177.19	206.72	236.25	262.50	350.00
	22 Yrs.					123.75	148.50	185.63	185.63	216.56	247.50	275.00	366.67
	23 Yrs.					129.37	155.25	194.06	226.41	226.41	258.75	287.50	383.33
	24 Yrs.					140.00	168.00	210.00	245.00	245.00	280.00	300.00	400.00
	25 Yrs.					145.83	175.00	218.75	255.21	255.21	291.67	312.50	416.67
	26 Yrs.					151.66	182.00	227.50	265.41	265.41	303.34	325.00	433.33
	27 Yrs.					163.13	195.75	244.69	285.47	285.47	326.25	337.50	450.00
	28 Yrs.					169.17	203.00	253.75	296.04	296.04	338.33	350.00	466.67
	29 Yrs.					175.21	210.25	262.81	306.62	306.62	350.41	362.50	483.33
	30 Yrs. or More	168.75	196.88	225.00	281.25	187.50	225.00	281.25	328.13	375.00	375.00	375.00	500.00

* Ensign over 5 yrs.: $131.81; Lt. (Jg.) over 10 yrs.: $172.50; Lieut. over 17 yrs.: $234.30; Lt. Comdr. over 23 yrs.: $295.31.

mendation and then is forwarded to BuPers or Marine Corps where (3) BuPers (or M. C.), if concurring with the recommendation of the Surgeon General, recommends to SecNav that the officer then be ordered before a retiring board; (4) Report of the retiring board is submitted to BuMed and to BuPers (or to Commandant, Marine Corps) for comment and recommendation and finally by SecNav to the President for his action, and (5) if the President approves the finding of the retiring board that the officer is incapacitated in line of duty, the officer's retirement becomes effective on the first day of the month following the President's action.

The report of a board of medical survey, it should be noted, merely represents an expert opinion and by law is not binding on the Navy Department or the President.

RETIREMENT FOR FAILURE OF SELECTION

(Regular Line and Staff Officers):

Provisions of these laws appear in Chapter 44, U. S. Navy Regulations. However, this phase of retirement has been suspended for the duration.

RETIRED OFFICERS ON ACTIVE DUTY:

Under current procedure, when retired officers on active duty return to an inactive status on the retired list, their retired pay is computed on the base pay of the rank in which they were originally retired, plus longevity pay due for service on active duty, except as discussed below. Those whose retired pay is based on 2½% of their pay multiplied by the number of years of service add 2½% for each year of active duty, not to exceed 75%. (A fractional year of six months or more is considered a full year.) Pay is figured on this basis even though they are promoted for temporary service while on active duty. However, when so promoted, they are advanced (after return to inactive duty on the retired list) to the highest *rank* they held on active duty, provided their service was satisfactory.

If, as a result of retiring board proceedings approved by the President, it is found that they have incurred physical disability while serving on active duty in time of war or national emergency, and the retiring board proceedings are instituted within six months' of the time of their release to inactive duty or termination of temporary appointment, such officers receive retired pay based on their higher rank under the following conditions:

(1) Officers retired originally for reasons other than physical disability, subsequently disabled in line of duty while on active duty in higher rank.

(2) Officers retired originally for physical disability who are found incapacitated for active duty while serving under a temporary appointment in a higher rank.

Officers retired originally for reasons other than physical disability, if it is determined by retiring board proceedings that they incurred physical disability while serving on active duty in the same rank as that held by them on the retired list, are entitled, if not otherwise entitled thereto, to receive 75% of their active duty pay (i. e., 75% of base pay and 75% of longevity).

TEMPORARY OFFICERS OF THE REGULAR NAVY:

When enlisted personnel temporarily promoted to commissioned or warrant status revert to enlisted status again, and subsequently are retired as enlisted men, they are advanced on the retired list to the highest rank held on the active list but with retired pay based on their enlisted status.

If, however, as a result of retiring board proceedings, they are retired for physical disability found to have been incurred while serving in their temporary commissioned or warrant status, except as hereafter stated, they may be retired as commissioned or warrant officers of the regular Navy under all provisions applicable to officers of the regular Navy. To be eligible for this, they must have a disability incurred while serving in such temporary rank.

Enlisted men originally retired for physical disability are not eligible for advancement on the retired list for physical disability incurred while serving in a higher temporary rank.

FLEET RESERVE, RETIRED ENLISTED PAY TABLES

(for members of the Fleet Reserve and enlisted personnel retired after 30 years of service, when on inactive list.)

The following tables are based on the Pay Readjustment Act of 1942, the provisions of which are explained in detail in the accompanying article.

The totals below were arrived at in each case by adding the percentage of base pay paid for each class of the Fleet Reserve and the specified amount of longevity pay allowed. Time spent in the inactive Fleet Reserve does not increase the longevity credit upon transfer to the retired list.

FLEET RESERVE (F-3 AND 4-C), 16-YEAR CLASS

Following totals include ⅓ base pay with all longevity:

Pay Grades	1	1-A	2	3	4	5	6	7
12-15 years (20%)	73.60	67.20	60.80	51.20	41.60	35.20	28.80	26.67
15-18 " (25%)	80.50	73.50	66.50	56.00	45.50	38.50	31.50	29.17
18-21 " (30%)	87.40	79.80	72.20	60.80	49.40	41.80	34.20	31.67
21-24 " (35%)	94.30	86.10	77.90	65.60	53.30	45.10	36.90	34.17
24-27 " (40%)	101.20	92.40	83.60	70.40	57.20	48.40	39.60	36.67
27-30 " (45%)	108.10	98.70	89.30	75.20	61.10	51.70	42.30	39.17
30 & Over (50%)	115.00	105.00	95.00	80.00	65.00	55.00	45.00	41.67

Add 10% if credited with extraordinary heroism.

FLEET RESERVE (F-3 AND 4-D), 20-YEAR CLASS

Following totals include ½ base pay with all longevity:

Pay Grades	1	1-A	2	3	4	5	6	7
18-21 years (30%)	110.40	100.80	91.20	76.80	62.40	52.80	43.20	40.00
21-24 " (35%)	117.30	107.10	96.90	81.60	66.30	56.10	45.90	42.50
24-27 " (40%)	124.20	113.40	102.60	86.40	70.20	59.40	48.60	45.00
27-30 " (45%)	131.10	119.70	108.30	91.20	74.10	62.70	51.30	47.50
30 & Over (50%)	138.00	126.00	114.00	96.00	78.00	66.00	54.00	50.00

Add 10% if credited with extraordinary heroism or if conduct marks for 20 years exceed 95%. DO NOT add 20% if credited with both.

(NOTE: In the above tables, the 30 years and over longevity pay range is included because a Fleet Reservist may have 30 years' active duty service credited for pay purposes, covering certain active service rendered subsequent to transfer to the Fleet Reserve, which does not entitle him to receive the benefits of 30-year retiremnt at ¾ of base pay and ¾ of longevity.)

FLEET RESERVE (F-5), NEW 20-YEAR CLASS

One-half base pay, only, as Fleet Reservist:

Pay Grades	1	1-A	2	3	4	5	6	7
	69.00	63.00	57.00	48.00	39.00	33.00	27.00	25.00

Add all longevity upon completion of 30 years. Longevity, based on length of active service, makes totals the same as those given in table immediately above, except 10% increase does not accrue to Class F-5 for extraordinary heroism or 95% marks in conduct.

RETIRED LIST—30 YEARS OR MORE ACTIVE DUTY SERVICE

Three-fourths base pay plus ¾ longevity:

Pay Grades	1	1-A	2	3	4	5	6	7
27-30 years (45%)	150.08	137.03	123.98	104.40	84.83	71.78	58.73	54.38
30 & over (50%)	155.25	141.75	128.35	108.00	87.75	74.25	60.75	56.25

(NOTE: In the above table, the 27 to 30-year longevity pay range is included because a man may have 30 years' active duty service credited for retirement purposes but NOT for pay purposes (i.e., discharge prior to expiration of enlistment, of minority enlistment counting as full enlistment). The rates of pay of enlisted men of the insular force of the Navy (Philippines and Guam) are one-half the rates of pay prescribed for enlisted men of the regular Navy in corresponding grades. This means one-half the rates for active duty, and one-half of the above Fleet Reserve and retirement rates.)

OFFICERS OF THE NAVAL RESERVE AND MARINE CORPS RESERVE

FOR SERVICE:

Officers of the Naval and Marine Corps Reserves are eligible for transfer to the honorary retired list at 50% of their active duty pay (i. e., 50% of base pay and 50% of longevity) if they have performed a total of not less than 30 years' active service in the various branches of the armed forces, or have had not less than 20 years' such service, the last 10 of which shall have been performed during the 11 years immediately preceding their transfer to the honorary retired list.

It is seldom, however, that reserve officers attain retirement with pay for service alone, because they usually are transferred to the regular service or returned to inactive duty after service of a few years. Peacetime active duty for reserve officers always is governed by available congressional appropriations for this purpose, and these appropriations seldom allow for more than a very limited number of reserve officers on active duty.

For reserve officers who are ineligible for retirement with pay, but who request retirement from the Naval or Marine Corps Reserve after 20 years of honorable service—active and/or inactive—they may be transferred to the honorary retired list of the Naval or Marine Corps Reserves, where they are carried without compensation and from which they may still be called to active duty. Upon reaching the age of 64, they are required to be transferred to the honorary retired list.

Naval and Marine Corps Reserve officers who have been specially commended by SecNav (or the Secretary of War for their performance of duty in actual combat with the enemy, when placed upon the honorary retired list, are advanced to the next higher grade.

FOR DISABILITY:

Personnel of the Naval and Marine Corps Reserves called to active duty since 8 Sept. 1939 for extended service in excess of 30 days, who suffer disability *in line of duty* while so serving, are entitled to receive the same pensions, compensation, retirement pay and hospital benefits as provided by law or regulation for personnel of corresponding grades and similar length of service of the regular Navy or Marine Corps.

As previously explained, if they are eligible for retirement for service-connected disability they may elect whether to accept retired pay or a pension from the Veterans Administration.

ENLISTED PERSONNEL OF THE REGULAR NAVY AND MARINE CORPS

Retirement laws and regulations affecting enlisted personnel of the regular Navy, Naval Reserve, Marine Corps and Marine Corps Reserve are much more comprehensive than those affecting officer personnel and require

(Continued on Page 66)

SHOW TIME



Official U. S. Navy photograph

USO-Camp Shows, Inc., Takes Bits of Broadway and Hollywood to Servicemen in All Parts of the World

BROADWAY and Hollywood have moved into the foxholes and advance bases of the world's battlefronts.

Leading personalities of stage, screen and radio—and hundreds of lesser lights from Broadway and Hollywood Boulevard—have traveled by sea and air to remote parts of the world to entertain large and enthusiastic service audiences.

Bob Hope recently completed a tour of the South Pacific during which he and his troupe gave 28 performances in 10 days (including travel time) before 180,000 sailors, soldiers and marines. He later wrote: "We did our first show in a coconut grove and when Frances Langford and Jerry Colonna came on, the boys applauded so hard you could hear the coconuts falling for miles.... Somebody told me the Jap stragglers on Guadalcanal used to sneak in at night and watch the shows from the trees."

From Guadalcanal, where it rains 175 inches a year, one feminine star reported: "They (the soldiers and sailors) would sit in rain so dense that we could hardly see them.... They cheered each of us for at least five minutes at every appearance. Though the show was one and a half hours long, they'd cheer and beg for more."

When Paulette Goddard visited servicemen in India, a lottery was held to see who would pilot her plane, thereby settling a dispute which raged from one side of the Himalayas to the other.

In North Africa servicemen howled with amazement to discover that Jack Benny could really play a violin.

"Geeze," said one soldier. "I didn't think he could do it."

"Aw, he ain't so hot," said another. "Maybe he can play a fiddle, but when (Carole) Landis fainted when he kissed her—dat was faked!"

As an exit piece to her act, Miss Landis would invite any serviceman to come up to the platform and jitterbug with her. There was no lack of volunteers, and things got so out of hand she was finally forced to limit her invitations to four. Even then she was all but exhausted when the show was over.

USO-Camp Shows, Inc. a nonprofit organization, is responsible for this morale-boosting entertainment, with the Navy Department, through its Special Services Division of the BuPers Welfare Activity, and the War Department, through its Entertainment Section of Special Services, cooperating in a thousand and one ways.

Big-time performers, or the movie studios to which they are under contract, donate their services. Those who can't afford to work for free are paid small salaries by USO-Camp Shows, Inc., which also meets personal expenses of the entertainers, from a share of the National War Fund collected annually by voluntary home-front subscriptions to support various wartime relief and welfare activities. Transportation, quarters and rations for the touring troupes are provided by the Army and Navy.

USO-Camp Shows, Inc., was set up 22 October 1941 as a central booking agency to secure and handle entertainment for American servicemen both within the U. S. and abroad. In the next 32 months, nearly 125,000 performances before 71½ million men in the services were given. In addition, 265 major screen, stage and radio personalities had made thousands of personal appearances in the course of 131 independent tours.

In the last three months of that period more than 46,000 performances were given before almost 25 million servicemen. Of this number it is conservatively estimated that 10,880,000 servicemen attended 21,760 of these performances given at overseas bases.

USO-Camp Shows, Inc., is a branch of United Service Organizations, created at the outset of the war to provide entertainment for American fighting men and to correlate and cooperate

with various other organizations founded with similar aims.

At first, three circuits—the Red, White and Blue, copied after the old-time vaudeville circuits—were organized to route entertainers to military establishments. Later the Red and White were combined into the Victory circuit, the Blue was retained intact and the Foxhole circuit, for frontline duty, and the Hospital circuit were created to meet the growing demand.

The Victory circuit, which covers all major military establishments within the continental limits of the U. S., is toured mainly by variety shows, with acts ranging from trained seals and acrobats to the ever-popular girl singer and/or dancer. Acts playing this circuit appear before activities having a complement of 1,500 or more men.

The Blue circuit units are nicknamed the "tabloid troupes" because of their small number of personnel. Troupes booked for this circuit generally are composed of from three to six entertainers, to play before audiences under 1,500 within the U. S.

Troupes booked for the Hospital circuit are picked to play in naval hospitals and Army hospitals having a preponderance of wounded men, both within the U. S. and overseas. The acts are so put together that the entire unit can play in auditoriums or be broken up into smaller parts to play in hospital wards. In September there were 12 shows playing this circuit, covering 79 hospitals. These units shortly will be increased to 22.

Started in April as an experiment and meeting with such outstanding success that it has been made permanent is a hospital sketching program. A number of well-known artists have been contracted to tour Army and Navy hospitals and make sketches of wounded and sick men. The artists give the original completed sketches and photostatic negatives to the patients. The program will be expanded.

One-night stands—the famous spot shows—are also arranged by USO-Camp Shows, mainly for presentation in the New York, Chicago and California areas where "name bands," stage and screen stars are available for short tours on short notice.

The Foxhole circuit, most popular of all with both entertainers and servicemen, includes all troupes going overseas—to perform in the Persian Gulf Command, on the sands of Galapagos, on the rocks of Ascension Island, on the atolls of the Pacific, in Labrador and Greenland or wherever Americans need them. One unit played on the island of Pantelleria within 10 days after the landing of American forces there. Three units played in Sicily as soon as combat conditions made assembly of men practical.



PATIENT posed for, and received original of, this sketch made by USO-Camp Shows artist on visit to naval hospital.



Official U. S. Marine Corps photograph

ON SOUTH PACIFIC ISLAND: LST, in background, provides gallery space as USO-Camp Shows trouper Patty Thomas dances for servicemen.

Included in the Foxhole circuit are three-man teams which actually go right up into the front lines to give battle-weary men a few hours of relaxation. Some of these small teams have performed within range of artillery fire on the European front.

These tours by entertainment personalities are no mere pleasure jaunts. They are good hard work. Forty-minute shows grow into hour or hour and a half shows because of the enthusiastic demands of servicemen. And the old vaudeville days of three shows including matinee are a thing of the past for many of these entertainers now on the battlefronts. While only two or three shows a day are recommended by USO-Camp Shows, entertainers are sometimes called upon to give eight or even ten. Some have worked so hard and for such long hours that doctors ordered them to bed for a long rest on their return.

The entertainers sleep in tents, on the ground, in Nissen huts—any place that is available. Their dressing rooms are mostly tents, sometimes a large van. Stages are hastily constructed, rough platforms. Sometimes the troupers have only the ground to work on. Patty Thomas, pretty dancing star who wowed 'em on a South Pacific tour, performed to a mile-long audience using a beached LST for gallery space (see picture above).

The entertainers also face many dangers, including enemy action. Seven have been killed, many more injured.

Tamara, a widely known singer, and Roy Rognan, a dancer, were killed when a plane loaded with stars crashed in Lisbon harbor 26 February 1943. Jane Froman was badly hurt in this accident. Grace Drysdale, a puppeteer, suffered a broken leg in the crash, but recovered and has been entertaining soldiers and sailors in the ETO ever since. She has been overseas continuously since 19 February 1943. Jeanne Lorraine, wife of Mr. Rognan, was hurt in the same crash. After her recovery she went alone to Europe and appeared before GIs.

Several performers were wounded by robot bombs in London. Martha Raye lost most of her clothes in a



Judy Manners is escorted to stage of a U. S. warship headed overseas.

hotel bombing in North Africa. Fortunately, she was away at the time.

In New Guinea, guards could hear a show but not see it. They were stationed some distance away from the audience to keep out straggling Japs. Before the Germans were driven out of North Africa, one unit which played in the combat area had to beat a hasty retreat because the car in which it was riding had taken the wrong road and got between the lines.

A commanding officer in the Southwest Pacific reported: "The boys (in the troupe) were a godsend to the troops in the northern territory and in New Guinea. The day of their arrival we had a particularly bad air raid and the boys fell into a new pit we were digging, which was 12 feet deep, and one of the boys hurt his leg. Other than that, there were no casualties. There were two 500-pound bombs dropped within 50 feet of their trench . . . which shook them up considerably . . . but they went on that night as if nothing had happened."

In spite of the dangers, the long hours and hard work, numerous performers go overseas time after time. Myles Bell and his wife, Nan Bedini, a comedy team, have made nine trips.

The time a troupe spends overseas varies. Entertainers are generally signed up for six months, but many remain out much longer. One four-man team has been overseas—in the Middle East, Persian Gulf and China-Burma-India areas—since 4 Sept. 1943.

What do servicemen like best in the way of entertainment?

Tastes vary from the classical to puppet shows; so all kinds of acts are sent out. However, variety shows get the greatest applause. Such shows generally include several girl singers and dancers, perhaps a magician or an acrobat, a comedy team, etc.

Another kind of unit is composed of five or six actresses who encourage participation of military personnel in entertainment programs where time and conditions permit. Generally men overseas and in this country as well are far too busy for rehearsals. However, a number of plays and other programs, have been developed, including quiz shows and game shows, which call for sailor and soldier participation but require only a few minutes of instruction and rehearsal. The girls in these troupes assist in arranging the programs and furnish the feminine touch.

There are several concert units on tour, several Negro units, including a condensed version of George Gershwin's "Porgy and Bess," some sports units, several legitimate plays and condensed musical comedies.

"Fall Season May See More Legits on War-Fronts Than On B'Way," said a recent headline in *Variety*. "Barretts of Wimpole Street," with Katherine Cornell and Brian Aherne, both of the original cast, was playing in Naples in August. Several companies presenting the Broadway hit, "Over 21," are in Europe. Others which will make tours in the near future or which have already left for overseas include "Nothing But the Truth," "3 Men on a Horse," "Blithe Spirit," "Junior Miss" and "The Male Animal." Overseas editions of the musical comedies "Oklahoma" and "Mexican Hayride" are being readied.

There is also a steady and surprising demand for concert entertainment. Such performers as Grace Moore, Lawrence Tibbett, Bidu Sayao, Jose Iturbi, Lily Pons, Jascha Heifetz and others are enthusiastically received.

The typical American girl, whether a dancer, singer or just a stage assistant, always brings an instantaneous response. To men overseas the sight of an American girl is a tremendous morale builder, rating just after chow and mail. Girls are included in show units wherever possible.

The effect of these shows on fighting men is something that cannot be expressed by mere words. The response to a pretty girl, a lively song and a pair of shapely legs is overwhelming and men who have known only the fatigue of battle and homesickness get a great boot out of it. One general hesitated a long time before bringing girls into a South Pacific area. Now he is thoroughly sold on the idea as a morale builder.

Although some servicemen, especially in isolated localities where there are problems such as transportation, have not had USO entertainment, USO-Camp Shows units have visited all war areas. Some time prior to 1 October a unit played in Germany. Units have already given shows in Holland and Belgium. A unit played Saipan shortly after it was taken.

BuPers has officially stated of the program: "The figures indicating the vast number of activities in the United States and overseas visited by USO-Camp Shows artists and the millions of men entertained under exacting wartime conditions do not reflect the amount of pleasure brought to the men and women of the Navy, Marine Corps and Coast Guard. USO-Camp Shows, Inc., is commended for its splendid contribution to the welfare of the naval service."

Recently established in New York City to work with the Army and USO-Camp Shows in the general program and to aid in securing more and better entertainment for Navy men is a Navy Liaison office, representing the Special Services Division of the BuPers Wel-



Official U. S. Navy photograph

Sailors and marines see USO-Camp Shows performance in New Hebrides.



Official U. S. Marine Corps photograph

News of arrival of American girls in USO-Camp Shows unit brought this crowd to Marine base in South Pacific.

fare Activity. Navy field officers are also cooperating to see that all hands are provided with as much entertainment as it is possible to give.

The War and Navy Departments and USO-Camp Shows officials audition all units before they are sent out. Within the U. S., welfare and recreation officers, after the appearance of a show, file reports with USO-Camp Shows and the War and Navy Departments on the weather, attendance, quality of the acts, audience reaction and behavior of troupe personnel. Few complaints are ever received.

The program is expected to expand, even after the fall of Germany and the lessening of operations in the ETO.

Occupation troops in Europe will need entertainment from home more than ever before. In the Pacific, our vastly expanding operations will increase the already heavy demands for entertainment in that war area.

What such entertainment can mean to men going into battle has been told by a chaplain in a letter to a friend:

"It happened at Dutch Harbor while the then-impending attack on Attu was in the making. . . . Picture a huge ship . . . tied to a dock. The wind is blowing cold off Mt. Ballyhoo. . . . It will soon be time to sail, and meantime, no one is permitted off the ship . . . they stand around, waiting . . .

"By happy coincidence, there are two traveling units of USO-Camp Shows in Dutch Harbor at that particular moment. . . . Since the men cannot come ashore to a show, then the show will come to the men. And in almost less time than it takes to tell it, an improvised stage is erected on the dock immediately in front of the ship, a loud speaker is hooked up to a microphone and the show is on!

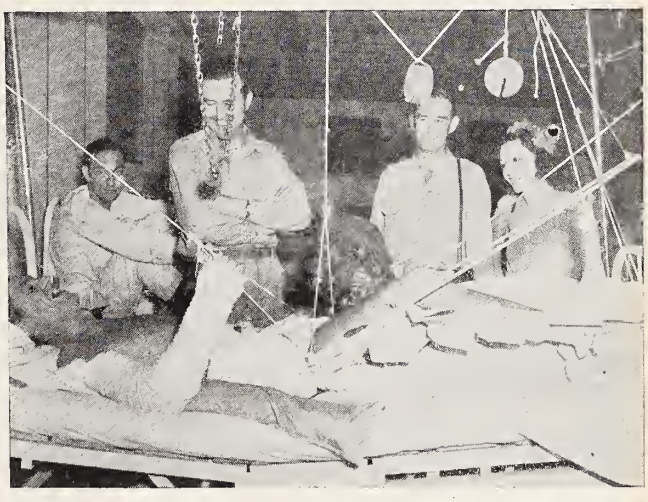
". . . Every available inch of space aboard that ship was crowded. . . . They were lined several deep along the rail; they sat in the lifeboats and on the life rafts. I don't believe that any troupers ever played to a more appreciative audience. . . .

"The show proceeded: songs, instrumental solos, dances, jokes, imitations. . . . Tugs were bustling about the ship and were nudging her out into the stream. Her nose was already turning. The girl at the mike sang song after song. Then she began, softly and warmly, to sing 'Aloha.' The voices of the men, joined with hers, drifted back across Dutch Harbor. The ship had turned; only her stern showed to us ashore. But we could hear the men singing as they sailed for Attu."



Official U. S. Coast Guard photograph

MEDITERRANEAN: Troupers Katherine Cornell and Brian Aherne (right) and Miss Cornell's husband, Broadway producer Guthrie McClintic (left), chat with Coast Guardsman on tour of European theater.



Official U. S. Navy photograph

GUADALCANAL: Ray Milland (arms folded) and Rosita Moreno cheer up wounded men on a tour of wards in a Navy mobile hospital. Their guide, beside Miss Moreno, is a chief pharmacist's mate.



TALE OF A TOW

SIR: The officers and men of the USS *Chetco* have read with interest the story of the USS *Choctaw's* towing feat, described in the July issue of your magazine, p. 19. A job well done. However, we all feel that the 24-day trip of the *Choctaw* is just an overnight trip as compared to a cruise we completed a few months ago. A report is enclosed.—R.E.G., Lieut., USN.

• *Lieut. G's report appears on p. 69*—ED.

DEPENDENCY BENEFITS

SIR: Is my wife eligible for benefits under the Emergency Maternity and Infant Care program sponsored by the Department of Labor?—W.T.A., QM2c, USNR.

• *No. The program you refer to is available to the dependents of men in the lower four pay grades only* (INFORMATION BULLETIN, *Aug. 1944, p. 66). Since you are in the third pay grade, your wife is not eligible for these benefits. For medical benefits available to your wife other than those under the Emergency Maternity and Infant Care program, see BuMed Circ. Ltr. 1 Oct. 1943, P3-2 NH(064-39) (NDB, cum. ed. 43-1482).*—ED.

AVIATION GREENS

SIR: Is it permissible for CPOs holding aviation rates on shore stations, other than chief aviation pilots, to wear "aviation greens"?—C.O.B., Y1c.

• *No. Under provisions of BuPers Circ. Ltr. 145-44 (NDB, 15 May 1944, 44-580) all commissioned, warrant and chief petty officers who are designated naval aviators and serving in pilot status are required to have the aviation winter working uniform. While all other commissioned and warrant officers assigned to duty in aviation commands may (but are not required to) wear the aviation winter working uniform when it is prescribed as the uniform of the day for aviators, there is no such provision for CPOs who are not designated as naval aviators and serving in pilot status.*—ED.

TRANFERS TO REGULAR NAVY

SIR: (1) Would an A-V(N) reserve officer who was 25 years of age or older upon completion of flight training, and who has since completed 18 months or more of sea duty, be eligible for a transfer to the regular Navy? (2) Is there any information available as to the reserve officers the Navy will wish to transfer to the regular Navy upon completion of the war?—A.M.A., Lt., USNR.

• (1) No. *Under provisions of BuPers Circ. Ltr. 21-44 (NDB, 31 Jan. 1944, 44-114) one must be LESS than 25 years of age when he completes training. (2) There is at this time no way of determining what the peacetime requirements of naval personnel will be, as the size and strength of the postwar Navy must be determined by congressional enactment. Plans for the transfer of reserve officers to the regular Navy are now in preparation and will be published as soon as congressional enactment determines the size of the postwar Navy. The size of the postwar Navy will naturally determine the number of reserves who may be permitted to transfer.*—ED.

SALUTING

SIR: There is a great déal of controversy at this station concerning the honors rendered during the playing of the national anthem. Some people insist that during the playing of the anthem, whether indoors or out, they should stand at attention and face in the direction of the music, or in the direction of the ensign if it can be seen. Others contend that while indoors, within an office building for instance, they are under cover and may remain seated if they so desire. Can you enlighten us on this matter?—M.G.D., CY, USNR.

• *As prescribed by Navy Regs, Art. 230, indoors or out, whenever the national anthem is played, all officers and enlisted personnel of the Navy:*

(1) Stand at attention facing the music unless at colors, when they face the ensign.

(2) If in uniform, covered, they salute at the first note of the anthem, retaining the position of the salute until the last note of the anthem.

(3) If not in uniform and covered, they uncover at the first note of the anthem, holding the headdress over the heart and so remain until the last note, except that in inclement weather the headdress may be raised slightly and held above the head.

The same marks of respect prescribed for observance during the playing of the national anthem of the U. S. are shown toward the national anthem of any other country formally recognized by the U. S.

For details on hand saluting, see January 1944 INFORMATION BULLETIN, *p. 16.*—ED.

SIR: If an enlisted man and officer ashore meet when covered in a building which is NOT a Navy building, do they salute? Some of the men say they should salute only in a Navy building.—J.F.H., CY, USNR.

• *Yes, they salute. Article 266 (1) of the Navy Regs says that salutes are to be exchanged between officers and men "upon every occasion of their meeting, passing near or being addressed, except as indicated in Article 267". This latter article states that "men at work, except when addressed by an officer or called to attention, shall not be required to render a salute. A man in formation shall not salute; but, if addressed, he shall stand at attention".*

It is customary not to salute in public conveyances, theaters, restaurants, hotel lobbies and other such places where crowded conditions or other circumstances make saluting inappropriate. This custom, however, is not to be extended to eliminate saluting indoors generally, when covered.—ED.

SIR: What would be the proper naval etiquette if you were to enter a theater, in uniform but with headdress in hand, just as the national anthem is being played?—B.L., Lt., USNR.

• *You should stand at attention, facing the music, holding the headdress in your hand at your side.*—ED.

YEOMAN TRAINING

SIR: (1) Is stenotype taught in a Navy school? (2) Can a Y1c be assigned to the stenographer's school? (3) What procedure does one follow to get this instruction?—E.J.R., Y2c and S.M.A., Y1c.

• *(1) No. (2) Yes. Y1c and Y2c assigned to duty under fleet commands are eligible for instruction in Navy stenography schools. Quotas are assigned by BuPers to ComServLant and ComServPac. (3) Eligible personnel may submit requests, via official channels, to their appropriate command, either ComServLant or ComServ Pac.*—ED.

BB GUNS

SIR: In the picture layout on the invasion of Guam, page 10 of your September issue, the first photograph is identified as showing a U. S. cruiser's guns softening up enemy defenses. From the looks of the signal bridge, navigational bridge, superstructure and the guns themselves, I think she's a battleship.—H.E.T., GM1c, USN.

• *Right: she's a battleship, which, for security reasons, we can't name here.*—ED.

ADVANCEMENT IN RATING

SIR: At my last duty station I successfully passed the examinations for advancement in rating. However, due to lack of time in grade, BuPers Form 624 was filled out, signed and placed in my service record. Will this form be accepted at my new duty station or will it be up to my new CO to decide relative to my promotion?—W.J.J., PhM1c, USN.

• *The decision as to acceptance of examinations taken at a previous station rests with the CO under whom the promotion is effected.*—ED.

REDUCTION IN PAY

SIR: Is there any foundation for the belief current among Seabee and Ship Repair personnel here that, if they enlisted in the Navy in a higher pay grade than pay grade 7, they will, if reduced in rating in accordance with the sentence of court-martial, continue to draw not less than the pay of the grade in which they enlisted?—L.A.D., Y1c, USN.

• *This is pure scuttlebutt. When a man is reduced in rating, his pay goes down accordingly.*—ED.

TRANSPORTATION FOR WIFE

SIR: While at sea I received orders for duty in the 9th Naval District, and upon arrival in the U. S. was given 30 days delay in reporting. During that time I was married, and later brought my wife with me to the 9th Naval District. Am I entitled to reimbursement for my wife's transportation, even though I was married after receiving orders?——C.K.A., CPhM, USN.

• *Yes, you are entitled to transportation for your wife from the place of marriage to your new permanent duty station. However, costs shall not exceed what they would have been from your last permanent duty station to your new duty station. As travel has already been performed, you should submit claim in accordance with Navy Travel Instructions and, when applicable, see NDB, 31 May 1944, 44-609.*—ED.

MERCHANT MARINE DUTY

SIR: I would like very much to get into the merchant marine. How do I go about this? May I write a special letter through official channels to BuPers requesting transfer?—J.P., Y2c, USNR.

• *There is nothing to prevent you from sending such a request to BuPers via official channels. However, the chances of your being discharged in order to enter the maritime service are slight, as personnel are not being discharged from either the regular Navy or Naval Reserve for this purpose and there is no provision whereby you might be transferred to the merchant marine without being discharged from the Navy.*—ED.

CONGRATULATIONS

SIR: When I joined the Navy seven months ago I had only my first naturalization papers. I understood that I was put in special assignment — USN-I(SA) — because I was not a citizen. I am now a citizen of the United States and, as I am in good health, would like to be reclassified for general service. Is this possible?—P.F., S1c, USN-I.

• *Yes. You may submit your request to BuPers via official channels, accompanied by statement of Medical Officer on Form Y to substantiate physical qualifications.*—ED.

CHANGE IN CB RATES

SIR: Will the enlisted personnel being transferred from Seabee ratings to general service classifications be required to undergo a physical examination to determine their physical fitness for general service assignments?—G.E.S., PhM1c, USN.

• *Under current instructions, changes from the following CB ratings to corresponding general service classifications were made automatically without physical examination being required: SM, Y, S, F, Bkr, SC, CCS, Ptr, Prtr, SK and M; and from CB rating MM to general service ratings MoMM, MMS or MMR. All other transfers —that is, those not specifically provided for in the letter from the Chief of Naval Personnel to all CB activities 23 June 1944 Pers-67-Et QR/P17-2/MM)—require fulfillment of physical qualifications.*—ED.

SKD SPECIALTY MARK

SIR: Has a special rating badge been authorized for Storekeeper (Disbursing)?—M.L.W., SKD2c.

• *No. SKD, SKV and SKT all wear the same specialty mark.*—ED.

MAILMAN INSIGNIA

SIR: Has an insignia for the new general service rating MaM, which replaces Specialist (M), been issued?—J.J.F., Sp (M)2c, USNR.

• *Appropriate designs are now being considered and the selection will be announced in the near future.*—ED.

CHANGE IN DESIGNATORS

SIR: Would you please clarify the statement in Alnav 110-44 (NDB, 30 June 1944, 44-724) dealing with advancement in rating which says: "No designation to indicate pay grade 1 shall be used integrally with ratings"?—E.J.G., Y1c, USN.

• *As of 1 July 1944 and continuing until further notice, all advancements in rating of enlisted personnel to pay grades 4 to 1A, inclusive, and changes from pay grade 1A to 1 of the regular Navy and Naval Reserve, including Women's Reserve, are temporary.*

A gunner's mate, for instance, who received a permanent appointment *to CPO prior to 1 July 1944 was designated CGM (PA). On 1 July 1944 his designator was changed to CGM.*

If, however, he received an acting appointment *prior to 1 July 1944, he was designated CGM(AA), and on 1 July 1944 his rating designator became CGM(T). All petty officer ratings, effective 1 July 1944 or after, carry the (T) after the rating designator to indicate temporary appointment. Seamen ratings do* not *carry the (T).*—ED.

SIR: On 1 Nov. 1942 I was rated CRM (AA) and the following November my marks were not high enough to permit my being advanced to CRM(PA). Between 1 July 1943 and 1 July 1944 all my marks were 4.0. However, on 1 July 1944 my rate was changed to CRM(T). Am I CRM (PA) or CRM(T)? If I am CRM(T) does this necessarily mean that after the war I will revert back to CRM(AA)?—V.V., CRM, USN.

• *You are CRM(T). Until postwar naval needs are finally determined, it is not possible to answer questions relative to reverting back to rates held on or before 30 June, 1944.*—ED.

CARRIER NAMES

SIR: What is the policy for naming aircraft carriers?—N.A.B., QM2c, USN.

• *Aircraft carriers (CV), aircraft carriers, large (CVB) and aircraft carriers, small (CVL) are named for famous ships formerly on the Navy list and important battles of the present or past wars. Aircraft carriers, escort (CVE) carry names of islands, bays and sounds of the U. S. and battles of the present war.*—ED.

MILITARY GOVERNMENT DUTY

SIR: Recently officers were invited to apply for the military government program. Has any provision been made whereby enlisted men might be included in this training?—R.W.M., Y1c, USNR.

• *Enlisted personnel are assigned to military government billets without calling for volunteers. They do not require special schooling for this type of duty, and are therefore assigned from general detail as requirements become evident.*—ED.

EXTRA COMPENSATION

SIR: I understand that enlisted personnel in the Marine Corps receive $5 a month extra compensation for qualifying as expert riflemen. Are there any provisions for extra pay for enlisted personnel in the Navy who are expert riflemen or expert pistol shots?—H.M.R., CSK, USN.

• *Art. D-5312 of BuPers Manual makes provision for payment of extra compensation at rate of $3 a month to Navy enlisted men who qualify as expert riflemen or expert pistol shots. Qualification is good for one year providing man does not again qualify within the year, in which case the qualification year begins anew on the date of re-qualification. However, this payment has not been authorized for current fiscal year, under Art. 2143-3 S & A Memo No. 501 of June 1944, nor has it been since 1932. The Marine Corps provision (including payment) is still in effect.*—ED.

OVERSEAS DUTY BARS

SIR: Has the Navy authorized the wearing of bars for each six months overseas duty?—R.E.C., Sk1c, USN.

• *No. The chevron was authorized during World War I to indicate each six months overseas duty, but was replaced by the issuance of the Victory Medal. Area ribbons, instead of chevrons, have been authorized for overseas duty in this war.*—ED.

Limited space makes it impossible to print more than a small proportion of the letters received each month. Only those of widest interest, for which the answers are not readily available at ships and stations, can be selected. If your letter does not appear, it is suggested that you check back through recent issues of the INFORMATION BULLETIN, since many letters must be eliminated because they have been answered by previous material in the Letters column or elsewhere.

NO JEEPS FOR SALE

SIR: Several of us would like to buy a jeep. We would like to know where to write in order to find out if there are any to be sold. Can service personnel get them at reduced prices?—B.M.H., PhM3c.

• *Existing regulations provide that surplus automobiles at the present time may be sold ONLY to REGISTERED DEALERS by the Surplus Commodities Division of the Treasury Department, Washington 25, D. C. As yet no jeeps have been sold, nor is there any provision under current regulations whereby automobiles may be sold to service personnel at reduced costs.*—ED.

MOVIE OPERATORS

SIR: In the article "The Movies That Make the Rounds" in your September 1944 issue you mention that there is a shortage of qualified motion picture projection equipment operators. Is it possible to qualify for this type of work in the Navy?—D.S.K., S2c.

• *Sound motion picture technicians are trained at the Sound Motion Picture Technician Schools, Navy Yard, N. Y., and NTC, San Diego, Calif. The courses are eight to ten weeks in length and electrician's mates and non-rated men, qualified in accordance with the provisions of BuPers Manual Art. E-5406(9) are eligible for this training. Quotas are authorized when training facilities are available, provided COs indicate a need for trained sound motion picture technicians. You may write to BuPers, via official channels, stating your qualifications and interests.*—ED.

NOTIFICATION OF ELIGIBILITY

SIR: I understand that BuPers recently started notifying by letter those men recommended for warrants or commissions who have been placed on the eligibility list. (1) Will all men previously recommended receive these letters of notifications? (2) I have heard that all men recommended before 1 Jan. 1944 must be re-recommended, as previous lists were discarded. Is this true?—A.J.O., GMlc, USNR.

• *(1) The practice of sending out letters of notification of action taken on recommendations for temporary appointment to warrant and commissioned rank was begun by BuPers in May 1944 and applies to new recommendations. In addition, letters of notification have recently been sent to all successful candidates recommended by their COs prior to May 1944 who have not yet been appointed from the eligibility list. If you have not received such notification, you may assume that you were not selected by an administrative board. (2) Once you have been placed on the eligibility list for temporary appointment, re-recommendation is not necessary nor desired by BuPers. After six months or more, your CO may re-recommend you, and such re-recommendation will be given the same consideration as the original recommendation without prejudice by reason of earlier disapproval.*—ED.

SPECIALIST RATING

SIR: Are there any specialist ratings in radio open to Seabee personnel?—G.K., EM2c.

• *No.*—ED.

SHORTHAND NEEDED FOR Y1c

SIR: Is it possible to have the shorthand requirements waived for qualifying for a Y1c rating?—J.M.M., Y2c, USN.

• *No.*—ED.

MARINE CORPS INSIGNIA

SIR: As a member of the Fleet Marine Force, 3rd Marine Division, I was issued the division insignia. Now that I am in V-12 training, am I entitled to wear the patch on my Navy uniform? I am mighty proud of my old outfit and would certainly appreciate wearing its insignia.—J.N.S., AS, V-12.

• *When detached from any Marine Corps unit and assigned to duty with a naval unit, you are no longer entitled to wear the Marine shoulder patch.*—ED.

CIVILIAN CLOTHES

SIR: According to the 1943 edition of Bluejackets Manual, p. 195: "Enlisted men may be permitted to wear civilian clothes when on leave or liberty in United States ports." Is this still in effect?—E.J.N., BM2c.

• *No. Alnav 29-42 (NDB, cum ed. 42-2014) provides that uniforms will be worn at all times except when one is engaged in exercise or in his home with less than three guests present.*—ED.

SCHOOL NOT REQUIRED

SIR: I am a PhoM2c in the Seabees. In order to qualify for PhoM1c is it necessary for me to attend the Navy School of Photography, or may I secure the rating in my Seabee battalion?—G.N., PhoM2c, USN-I.

• *Under current instructions you must either be a graduate of the school OR satisfy your CO that you have gained a comparable degree of competence (Art. D-5208.11 of "Qualifications for Advancement in Rating," issued recently as Part D, Chapter 5, Section 2, BuPers Manual). PhoM is a general service rate, and advancement can be made within complement in accordance with existing directives*—(INFORMATION BULLETIN, *Nov. 1944, p. 25).*—ED.

WEARING OF VFW RIBBON

SIR: I am a member of the Veterans of Foreign Wars. Can you tell me if the provision in Uniform Regs relative to the wearing of "badges or their ribbons of military societies commemorative of wars of the U. S." entitles me to wear the VFW bar on my uniform?—C.S., MM3c.

• *Yes, Article 15-5(a) (Optional Badges), Uniform Regs, covers the VFW bar. Note, however, that the wearing of such a ribbon is optional with the holder BUT, if it is worn, the wearer cannot wear at the same time any decoration, medal, ribbon, or badge awarded by the Army, Navy, Marine Corps or other branch of the government (as listed in Article 15-4).*—ED.

How Did It Start?

HAMMOCKS: When Columbus visited the West Indies, he found that the natives slept in cotton nets suspended between two trees. The natives called the nets "hammacs." (The term first appeared in both Spanish and English as "hamaca," the Spanish spelling, but in the latter eventually was changed to "hammock.") About 100 years after the English learned of hammocks as a result of Columbus's discovery, they were introduced into the British Navy. In 1596, they were mentioned officially as hanging "cabbons" or "beddes." By 1660, most English ships on foreign duty had hammocks, each of which was shared by two men, but they did not become common throughout the service until a later date. We adopted the custom from the British. (*If you have a different version send it along to the Editor.*)



BUREAU OF NAVAL PERSONNEL
INFORMATION BULLETIN
Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action.
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1941-1944: PEARL HARBOR TO THE PHILIPPINES

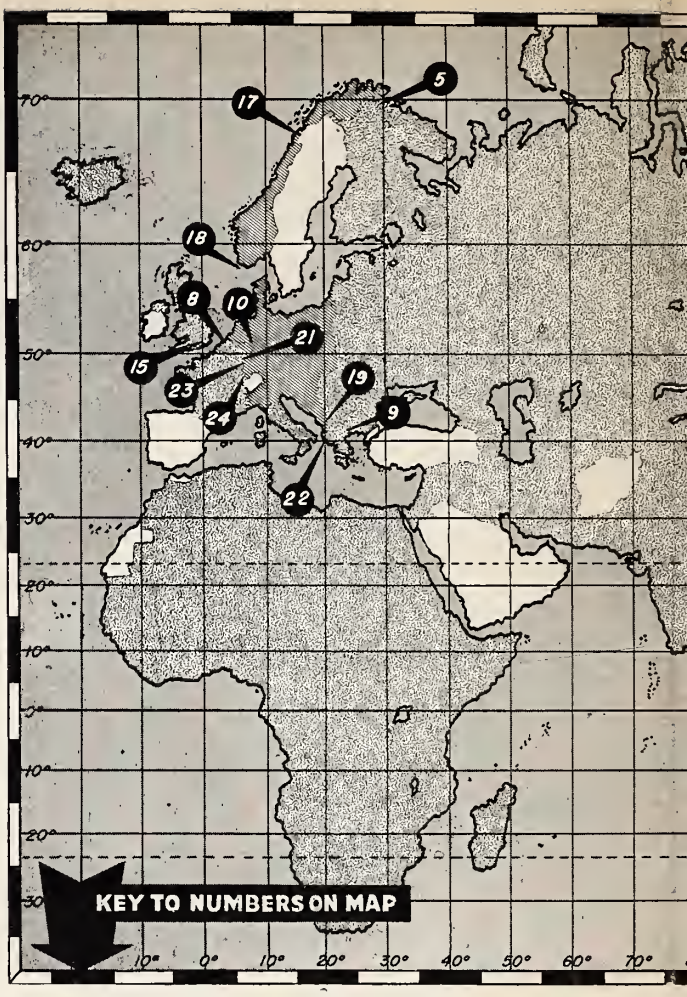
WE have come a long way in three years of war. Anyone who doubts it, or cannot recall our situation at the time of Pearl Harbor, need only read "One Step Ahead of the Japs," page 6, and then compare that story with Admiral Nimitz' communique on the great naval victory in the Second Battle of the Philippines, page 2.

However, just so we don't get too cocky about the situation, it won't hurt to remember this: for all our victories, we still aren't back to where we started when the war began with the Jap attacks on 7 December 1941. Although the third anniversary of the war finds us well along with bases in the Philippines, the fact remains that when the war started we had all the Philippine Islands.

That, of course, is an extreme evaluation to be put up against the other extreme—the one which holds that, after our overwhelming victory over the Japanese fleet, the war is as good as over.

The truth, as usual, is somewhere in between. We do not yet have the Philippines but it's the Japs who are being pushed back now. We continue to grow stronger than the enemy, and we definitely have the advantage of the offensive.

The situation as we start the fourth year of war is clear enough in this one respect: there can now be no doubt of final victory. But, as the men who are fighting well know, we still have to prove it to the Japs.



1. British naval units attack Nicobar Island (19-21 Oct.).
2. U. S. 3d and 7th Fleets sink or damage nearly 60 Jap warships in Second Battle of Philippines (23-25 Oct.).
3. B-29s bomb Omura on Kyushu Island, Japan (25 Oct.).
4. U. S. troops cross to Samar from Leyte (25 Oct.).
5. Russians enter Norway, take Kirkenes (25 Oct.).
6. B-24s from China batter fleeing Jap ships in South China Sea (26 Oct.).
7. 3d Fleet carrier planes sink and damage Jap warships and supply vessels in Manila Bay area (28 Oct., 4, 5, 12, 18 Nov.).
8. British commandos storm Walcheren Island (1 Nov.); port of Antwerp opened (3 Nov.).
9. German rear guards pull out of Greece (2 Nov.).
10. More than 2,400 U. S. bombers, fighters destroy 208 Nazi planes in air battle over Germany (2 Nov.).
11. U. S. troops take Pinamopoan, Leyte (5 Nov.).
12. B-29s bomb Singapore (5 Nov.).
13. Japs reoccupy Ngeregong Island in Palaus (7 Nov.); U. S. Army troops take it back (14 Nov.).
14. Japs announce capture of Kweilin and Luichow, last U. S. airbases in southeastern China (10 Nov.).
15. British reveal Nazi V-2s used against England (10 Nov.).
16. Pacific Fleet bombards Iwo Jima (10 Nov.).
17. RAF bombers sink Nazi battleship *Tirpitz* (12 Nov.).
18. British warships destroy German convoy (12 Nov.).
19. Red Army takes Jaszapati in Budapest drive (13 Nov.).
20. U. S. forces seize Mapia Islands (15 Nov.).
21. Six Allied armies open offensive on 450-mile front (16 Nov.); Geilenkirchen falls (19 Nov.).
22. Germany admits evacuation of Tirana, Albania, 15th European capital freed since 4 June (18 Nov.).
23. Yanks take Metz (20 Nov.).
24. French take Belfort (20 Nov.).

QUOTES OF THE MONTH

• *Japanese radio:* "The enemy fleet, despite the fact that it had been annihilated in the waters off Formosa, has continued the execution of its plans . . . without making the slightest change in its strategy."

• *Prime Minister Churchill:* "On military grounds it seems difficult to believe that the [European] war can be ended before Christmas or even before Easter."

• *Admiral King:* "The war in the Pacific will not reach its maximum force until Allied fighting strength has been shifted from Europe."

• *Grand Admiral Karl Doenitz,* commander-in-chief of German navy: "We must face unflinchingly the possibility that Germany will this time be defeated again. But this time there will be no Scapa Flow."

• *General MacArthur:* "The Navy components operating under my command have not only shown complete loyalty to a commander-in-chief drawn from another branch, but have exhibited an elasticity in tactical problems and that grim, unflinching courage in combat which have so characterized our Navy from its very origin."

• *Admiral Halsey:* "I've always been one of the few people who believe Japan will quit when the going gets too rough."

• *Admiral Nimitz,* commenting on Jap defeat in the Second Battle of the Philippines: "This is just a taste of what lies in store for him—whenever he heals his wounds and returns for more action. The time will come when our fleet, unhampered by the necessity of guarding American troops employed in seizing bases, will seek out the Japanese fleet wherever it may be, and completely destroy it."



THE MONTH'S NEWS

PERIOD 21 OCTOBER THROUGH 20 NOVEMBER; WEST LONGITUDE DATES

U. S. Fleets Crush Jap Navy As We Gain in Philippines; Allied Armies Storm Germany

The War

While our fleets in the Philippines last month were crushing the Jap fleet in what may prove to be one of the decisive battles of modern times (see p. 2) six Allied armies moved forward in an all-out offensive along the 450-mile western front in Europe.

More than 2,350 heavy bombers plunged 8,000 tons of bombs into German positions in the space of an hour and a half on 16 November preceding the big push. Heavy guns sent tons of steel into strong points. An additional army, the U. S. 9th, whose whereabouts had been a secret since September, was revealed to be in action between the British 2nd and the U. S. 1st. Together they were smashing at one of the five main gateways into Germany—the Cologne plain. The U. S. 3d Army took Metz and pushed into Germany while the French 1st Army captured Belfort and drove northward along the Rhine, as one arm of a pincers formed with the rapidly advancing U. S. 7th Army.

Although all was comparatively quiet on Germany's eastern front, Nazi military analysts were warning their people that this was the lull before the storm. However, the Red Army continued to advance on a 120-mile front in Hungary.

In southern Europe, the 5th and 8th Armies made slow gains toward Bologna, and British expeditionary forces and Yugoslav and Albanian Partisans liberated a strip of the Dalmatian coast. Greece was completely cleared of Germans.

Liberation of the Philippines continued despite desperate, almost suicidal, resistance by the Japanese on Leyte. General MacArthur estimated Jap ground casualties on Leyte at 45,000, while our own totaled 5,691 in killed, wounded and missing. Nevertheless, Japanese continued their costly efforts to land reinforcements under cover of storms and darkness. Their landing operations already cost the Nips at least 8,000 men, in addition to seven transports and 13 destroyers sunk.

Persistent 3d Fleet carrier-plane raids on Luzon harbors and airfields, and attacks on Japanese shipping off the China coast by the 14th AAF, made further inroads on the enemy's dwindling shipping and air power. B-29s blasted Singapore in the longest daylight mission ever flown by

LAST JANUARY



Our ships took part in landing Allied troops to establish the Anzio beachhead south of Rome and supported the operation with gunfire. In the Central Pacific, gigantic U. S. Navy task forces blasted the Marshalls in pre-invasion attacks.

JANUARY 1945

SUN	MON	TUE	WED	THU	FRI	SAT
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

★ WHAT WILL WE DO THIS YEAR? ★



Official U. S. Navy photograph

BATTLESHIP TALKS: The 16-inch guns in two forward turrets of the new USS Missouri fire in salvo. Six projectiles in flight may be seen at upper right. Note turbulence in the water, caused by blast.

military planes and raided the Omura aircraft factory on Kyushu Island, the railroad yards at Rangoon and Jap installations at Shanghai and Nanking.

In China, Japanese forces took Kweilin and Luichow, sites of the last U. S. air bases in southeastern China, and virtually established a land link between conquered areas of northern and southern China.

British subs were active in Far Eastern waters, reporting the sinking of 69 Jap ships. Our own submarines sank 24 enemy vessels, including a light cruiser, a destroyer and a seaplane tender. Allied shipping losses in the Atlantic during October were "the lowest of any month of the entire war," a joint Anglo-American statement announced.

(For additional details of the fighting last month, see special war-review section beginning on p. 15.)

Navy News

• The Navy Department announced last month that the President had approved the appointment of Admiral Royal E. Ingersoll, USN, as Commander Western Sea Frontier, effective about 15 November.

In addition to commanding the naval forces engaged in protecting shipping in coastal waters, Admiral Ingersoll will manage the flow of supplies to the Pacific Fleet through West Coast ports. In carrying out this duty he will have the status of a Deputy Commander-in-Chief, U. S. Fleet and Deputy Chief of Naval Operations.



Admiral Ingersoll

Increased importance is attached to the Western Sea Frontier command because of the vital necessity for the uninterrupted flow of supplies and equipment over the lengthening distance to our advance bases. Extension of Pacific Fleet activities into distant areas has created a supply problem of great magnitude, requiring adjustments in the supply organization. Admiral Ingersoll has been selected for this important expanded command because of his experience in accomplishing, in an outstanding manner, the logistic support of all naval forces in the Mediterranean and European arcas, as part of his duties as Commander-in-Chief of the U. S. Atlantic Fleet since 1 Jan. 1942.

Simultaneously with Admiral Ingersoll's change in command, the following changes in flag commands in the fleet were effected:

Vice Admiral Jonas H. Ingram, USN, Commander 4th Fleet, replaced Admiral Ingersoll as Commander - in - Chief, U. S. Atlantic Fleet, with the rank of admiral.



Admiral Ingram

Rear Admiral William R. Munroe, USN, Commandant, 3d Naval District, replaced Admiral Ingram as Commander 4th Fleet, with the rank of vice admiral.

Vice Admiral David W. Bagley, USN, Commander Western Sea Frontier, replaced Vice Admiral Robert L. Ghormley, USN, as Commander Hawaiian Sea Frontier, Vice Admiral Ghormley is preparing for a new assignment which will be announced at a future date.

• Decommissioning of the USS *Oklahoma* at Pearl Harbor as of 1 Sept. 1944 has been announced by Admiral Nimitz. The famous old battleship was capsized and sunk within 10 minutes after the start of the Japanese attack on Pearl Harbor, but was salvaged and put in drydock on 28 Dec. 1943. She originally was commissioned 2 May 1916 and escorted Allied convoys during World War I.

• The Navy's two new 45,000-ton carriers will be named *Coral Sea* and *Midway* in honor of famous naval battles in the Pacific. These new flattops, slated to be the largest known ships of their type in the world, are being constructed at the Navy Yard, Brooklyn, N. Y., and at the Newport News Shipbuilding & Drydock Co., Newport News, Va. A third carrier of this class also is under construction.

Gen. MacArthur Praises Pacific Fleet for Its Part In Philippine Invasion

An expression of appreciation for the part the Navy played in the Philippines invasion was received from Gen. Douglas MacArthur, USA, commander-in-chief, Southwest Pacific Area, by Admiral Chester W. Nimitz, USN, commander-in-chief, Pacific Fleet and Pacific Ocean Areas, as follows:

"At this time I wish to express to you and all elements of your fine command my deep appreciation of the splendid service they have rendered in the recent Leyte operations and their record needs no amplification from me. But I cannot refrain from expressing the admiration everyone here feels for their magnificent conduct. All of your elements, ground, naval and air, have alike covered themselves with glory. We could not have gone along without them. To you my special thanks for your sympathy and understanding cooperation."

Admiral Nimitz replied:

"Your generous message concerning the participation of the forces of the Pacific Ocean Areas in the Leyte operations is gratefully acknowledged. The Pacific Fleet is proud to have had a share in the return of the U. S. flag to the Philippines, and in commencing their liberation. We look forward with confidence to further successes in our mutually supporting efforts."

All three will accommodate planes larger than any which heretofore have operated from the decks of carriers.

Early in the war the names *Coral Sea* and *Midway* were assigned to two escort carriers, but their names have been changed to *Anzio* and *Saint Lo*, commemorating battles in the European theater, so that the new giants may bear the names of two of the Navy's greatest victories.

• Arrangements have been made by the Navy to ship whole blood from the West Coast for emergency transfusions to wounded Army, Navy and Marine Corps personnel in the westernmost Pacific. Naval Air Transport Service flights now make it possible to have blood from volunteer donors in the U. S. transfused into a casualty on the Leyte beachhead within 48 hours after it has been taken from a donor. Blood plasma, which has been flown regularly to the Pacific, has been a great life saver, but under some circumstances whole blood as well as plasma is required.

• Robot bomb attacks on the continental U. S. are "entirely possible" but such attacks could have no great military effectiveness, it was announced last month in a joint Army-Navy statement. The statement pointed out that bombs might be launched from submarines lying offshore, from long-range bombers controlled across the Atlantic by submarines, or from catapult plane tenders. Such attacks probably could not entirely elude Allied sea and air patrols, but it is impossible to insure that such an attack would be completely frustrated, authorities said.

• Leathernecks observed the 169th anniversary of their corps 10 November, as their commandant, Lt. Gen. Alexander A. Vandegrift, USMC, warned that the toughest part of the Japanese war is yet to come. Since the corps' last birthday, he said, "our advance in the Pacific has been steady and unswerving. We take deserved pride in our role as the spearhead of a great amphibious drive against a formidable enemy." His message was read to marines at every post and station in the world, afloat and ashore. Admiral Chester W. Nimitz, USN, reviewed the Marine Corps' splendid record in the Pacific in a radio address. "You may be certain," he told marines in the Pacific Ocean Areas, "that your 170th anniversary in 1945 will find the Marines even closer to Japan." Said Lt. Gen. Holland M. Smith, Commanding General of Fleet Marine Force, Pacific: "Whatever targets are assigned to us we will capture."

• New details on the role of combatant vessels in amphibious operations and in supporting ground forces were revealed last month when the Navy released reports on the achievements of three U. S. warships in the Mediterranean.

The USS *Philadelphia*, dubbed the "Galloping Ghost of the Sicilian Coast" after the Germans twice reported her sunk, steamed into her home berth at the Philadelphia Navy Yard last month with five battle stars on her bridge, but without a scratch on her. She participated in five major campaigns—North Africa, Sicily, Salerno, Anzio and southern France—and her main battery of 6-inch guns have tossed 9,000 rounds at the enemy. Shells have whistled over her and around her, a torpedo passed under her and enemy aircraft have raided her 35 times, yet not a man aboard has been killed or seriously wounded in all these actions.



Official U. S. Coast Guard photograph

FIGHTING A HURRICANE: Coast Guardsmen clutch lines on swamped decks of a loaded tanker during storm north of Cuba.

The USS *Plunkett* is once more on the prowl in the Mediterranean after receiving a direct hit from a 500-pound bomb at Anzio. The DD shot down four German planes at Salerno and Anzio, counted six probables and several others damaged before she was forced to head back home for repairs. She returned to southern France in time for the invasion and last month was busy bombarding shore positions along the Italian and French coast.

Although damaged twice while participating in three invasions—North Africa, Sicily and Anzio—the USS *Ludlow* is still on the job in the Mediterranean. Never, in the many months of action, has there been a fatality aboard the "Lucky Lud." Victims on the *Ludlow's* list include more than a score of shore batteries, numerous tanks and trucks and many enemy troop concentrations. At Salerno, the scrappy little destroyer went within three-quarters of a mile of shore to support U. S. troops and knock out enemy mobile batteries and pillboxes.

• A torpedo hole in the port bow of the USS *Maryland* was patched up in less than 49 days, it was revealed last month at the Pearl Harbor Navy Yard. The battleship was struck by an aerial torpedo off Saipan while supporting the invasion and was given temporary repairs at an advanced base. Details of the damage were radioed ahead to the navy yard so that plans and materials were ready when the *Maryland* arrived. Previously, a cruiser had been refitted with a new prefabricated section at the same yard in nine days, and destroyers had been refitted with whole sections, complete with all internal equipment, in 12 days.

• Radio Electrician George R. Tweed, USN, who spent two and a half years on Guam while the island was occupied by the Japs, returned there recently for 10 days on a special assignment and thanked the natives who helped hide him during his strange exile (INFORMATION BULLETIN, Sept. 1944, p. 9). "If I named every loyal native who helped me on Guam," he said, "I'd come up with a list a foot long." Mr. Tweed was especially pleased to find that Antonio Arturo, a native rancher of Spanish descent, had not been harmed by the Japs. The enemy had learned, just about the time Mr. Tweed got away, that Arturo had been sheltering the American. As a searching party closed in on the ranch, however, Arturo—with his wife and eight children—escaped

to the same cave where Mr. Tweed had lived for nearly two years, and remained safely there until the island was liberated by U. S. forces.

• A Demobilization Division has been established within BuPers to plan and coordinate the machinery for returning to civilian life those persons not required in the post-war Navy. Although the Navy has already announced that demobilization cannot begin until the defeat of Japan, BuPers began demobilization and post-war studies in the latter part of 1943, and the new move is in furtherance of efforts to be completely prepared for demobilization when the time comes.

An experimental redistribution center has also been established by the Navy at NTC, Lido Beach, Long Island, N. Y., through which enlisted personnel in the New York area being separated from the service will be processed. The procedure developed at this experimental center will be used as a pattern in other redistribution centers which will be organized later.

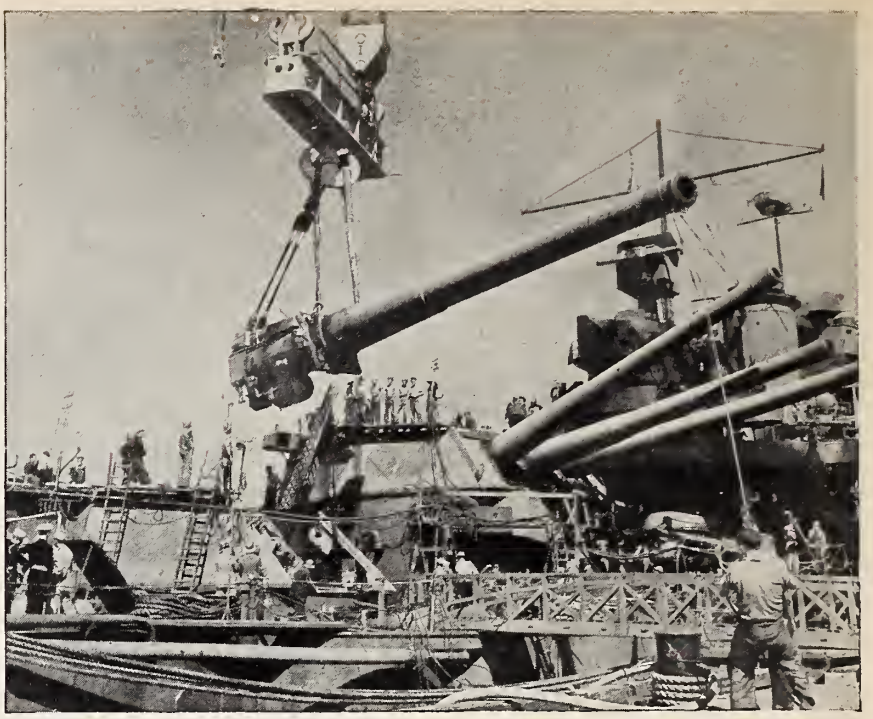
• Reflecting the growing importance of minecraft in the Pacific war, Admiral Chester W. Nimitz, USN, commander-in-chief of the Pacific Fleet and Pacific Ocean Areas, has established the command of Commander, Minecraft, Pacific Fleet. Rear Admiral Alexander Sharp, USN, has been appointed to the new post.

Admiral Nimitz also announced last month the assignment of Rear Admiral Walden L. Ainsworth, USN, as Commander Cruisers and Commander Destroyers, Pacific Fleet, relieving Admiral James L. Kauffman, USN, who has been assigned to another sea command. Admiral Ainsworth, who formerly commanded a cruiser division, participated in every major naval action but one in the South Pacific since December 1942 and in most of the recent combat in the western Pacific.

• First tank landing ship to return from the European war is the *LST 208*, which traveled 35,000 miles and participated in four amphibious assaults. Launched at Senaca, Ill., in June 1943, the *208* joined amphibious forces in North Africa in time for the Sicilian campaign and the invasion of Italy. Then, in August 1943, the ship proceeded to the Indian Ocean to land tanks on Arakan in support of British troops. With that chore completed, the *208* returned to Europe and hit the Normandy beaches on D day.

• Rear Admiral Howard F. Kingman, USN, has assumed his new duties as commandant of the 15th Naval District, Commander Panama Sea Frontier and Commander Southeast Pacific Force. He relieved Capt. Ellis S. Stone, USN, who had been acting comcandant since Rear Admiral Harold C. Train, USN, was detached last June. Admiral Kingman formerly was in command of a battleship division in the Pacific, and was commended by Admiral Chester W. Nimitz, USN, CincPac, for the efficient handling of ships under his command during the invasion of Tarawa.

• Dependents of Navy enlisted personnel received $87,874,876 in 1,312,369 family allowance checks during October 1944, or nearly four times the amount paid out to dependents during the same month of 1943. The payments consisted of $60,754,878 from the government and $27,119,998 from the enlisted men.



Official U. S. Navy photograph

CHANGING WEAPONS: Giant crane moves worn 14-inch gun of veteran U. S. battleship to flat car during refitting operations at Bremerton Navy Yard where the BB was given armament with new linings.

• Patrol Squadron 72 and Air Group 32 recently returned to the States for rest and reformation after tours of duty in the Pacific.

VP 72, which specialized in rescue duty, saved 69 downed airmen, including its own skipper, Comdr. Sidney J. Lawrence, USN. Twenty-two were rescued in 10 separate open-sea landings, while the others were saved by directing surface vessels to the scene. Not a single man was lost during the tour of duty, but Commander Lawrence and eight of his crew nearly spoiled the record when their Catalina was damaged by antiaircraft fire and forced to land at sea near Jaluit. After bouncing around for two days in life rafts, they were spotted by another Catalina of their own squadron and a destroyer came out to pick them up.

Air Group 32's best day came on 29 April 1944 when eight of its Hellcats attacked a formation of 30 Zeros, destroyed 21 of them and sent the others scurrying home to Truk without a single American casualty. During its combat tour aboard an *Independence*-class carrier, Air Group 32 destroyed 109 planes in the air and on the ground, sank or probably sank 28 ships and damaged 51 other vessels. High scorer of the group was Lieut. Richard H. May, USNR, who shot down five, probably one more, and made six assists.

• Vice Admiral Henry V. Butler, USN (Ret), who had served as administrative officer of the Navy Department in the Executive Offices of the Secretary since March 1942, has returned to inactive status. He was succeeded by Comdr. Ronald J. Chinnock, USNR, who had been assistant administrative officer for the past six months.

• By shooting down nine Jap fighter planes and two "probables" in one hour and 35 minutes of aerial battling in the Philippines on 24 October, Comdr. David McCampbell, USN, became the Navy's top-ranking ace, with 30 planes to his credit. Commander McCampbell and a wingman, Lt.(jg) Roy W. Rushing, USNR, together worked over a formation of Jap fighters that had been escorting bombers and torpedo planes in a prospective attack against U.S. carriers off Luzon. Their fearless interception was partly responsible for preventing an attack that might have caused damage to our forces at a critical stage in the devel-

Tanglefoot Tale

His big feet saved his life, declares Ens. Carl E. Smith, USNR, pilot of a carrier-based Hellcat.

Ordered by his carrier to bail out at 5,000 feet when his plane's electrical system was damaged, Ensign Smith pulled the ripcord and was surprised to be jerked up by his feet. As he hung, head down, from his parachute he discovered that his harness had been yanked off his shoulders and had caught around his large brogans. He managed to secure a hold on the harness and hit the water in a sitting position. Ten minutes later he was picked up by a destroyer.

"Good old feet!" said Ensign Smith.



Official U. C. Coast Guard photograph

SEA-SKY TRANSFER: From a personnel boat going 20 knots, a Coast Guardsman grasps harness and hitches ride aboard Sikorsky helicopter during air-sea rescue demonstration.

oping naval action. Lieutenant Rushing shot down six Jap fighters, then joined Commander McCampbell and Lt.(jg) Albert C. Slack, USNR, in chasing the Jap planes nearly all the way back to Manila—a distance of more than 100 miles.

• As a tribute to the memory of the late Secretary of the Navy, the elementary school adjacent to the Naval Air Station, Patuxent River, Md., was designated on 29 Sept. 1944 as the Frank Knox School.

• The U.S. Naval Home, Philadelphia, observed Navy Day (27 October) with a ceremony dedicating Building No. 2 as Laning Hall in honor of the late Rear Admiral Harris Laning, 48th governor of the home. Admiral William H. Standley, USN (Ret), former Chief of Naval Operations and former Ambassador to Russia, who was a classmate of Rear Admiral Laning at the Naval Academy, delivered the address. The present governor, Rear Admiral Forde A. Todd, USN (Ret), gave a brief history of the home, which housed the Naval Academy from 1839 until it was moved to Annapolis in 1845. Laning Hall is a three-story brick structure built as a naval hospital shortly after the Civil War. It has been rehabilitated as a dormitory and doubles the number of beneficiaries who can be accommodated in the home. Biddle Hall, the other dormitory, whose cornerstone was laid in 1827, was dedicated in honor of Commodore James Biddle, USN, the first governor, last Memorial Day.

• Snipers were still prevalent in Antwerp last month when the Navy moved in—in a jeep. Although the port of Antwerp is administered by the British under Allied control, the Navy maintains an office there to act as liaison with the British and to assist U. S. naval and merchant marine personnel aboard cargo ships coming into the port. In the first naval party to arrive were Capt. James C. Van de Carr, USN (Ret), who is naval port officer; his aide, Lt. Comdr. Norman J. Gaynor, USNR, and John F. Greenan, SK2c, USNR. They found that the Belgian underground had managed to prevent serious damage to the port as the Germans fled.

• Oil tankers of the Pacific Fleet Service Force, which served the 3d Fleet up to and including the Second Battle of the Philippine Sea, have been commended by Admiral William F. Halsey, USN, for their "magnificent performance." He said the oilers delivered urgently needed fuel and replacements for two months without one failure as to place, time or amount, and that this accomplishment was a prime factor in the success of the 3d Fleet.

• After the final class of Spar recruits reports at Palm Beach, Fla., on 16 December, recruit training will be conducted exclusively at the Coast Guard Training Station, Manhattan Beach, N. Y. Although the enlistment of Spars for replacements and special needs of the service will be continued, the major part of the Coast Guard Women's Reserve recruitment and training program is now completed. Training of Spar officers will be completed with the commissioning of 41 women on 5 December at the Pay and Supply School, Palm Beach, Fla. The Spars observed their second birthday on 23 November.

Ships & Stations

• A sailor from NTC, Miami, Fla., was visiting his home town on Navy Day. Since he had served many months at sea and held the Purple Heart, he was invited by the local American Legion post to participate in the Navy Day ceremonies. His letter of invitation read:

"You are cordially invited to be one of the speakers at our Navy Day ceremony. The program will take place in the city park and will include a talk by the mayor, a short speech by a Navy lieutenant, your talk and then the firing squad."

• A new variation in the ceremony of reporting aboard and paying respects to the CO was introduced recently at the Naval Pre-Flight School, St. Mary's College, Calif. by an officer reporting for duty. Unintentionally he signaled his arrival there by going out on a nearby golf course and hooking his ball through the living room window of his skipper's home. He then pursued his ball into the house with such nonchalance that he was invited to stay for tea.

• A recent survey of the 43d Construction Battalion reveals that it is a cosmopolitan outfit. Members of the battalion come from every state in the Union, with the exception of Arizona. Others were born in Czechoslovakia, Italy, Switzerland, Russia, Norway, Sweden, Philippine Islands, Puerto Rico, Canada, Scotland, England, Ireland and Germany.

• Accustomed to returning salutes, as a lieutenant in the U. S. Merchant Marine, Buddy Clarke is now rendering them as he goes through recruit training at NTC, Bainbridge, Md. The former singer and dance band maestro received a medical discharge after serving two years with the merchant marine, and was then inducted into the Navy.

• Charles H. Griesen, AS, recruit at NTC, Great Lakes, Ill., has received a most unusual letter from his former buddies at a Sturgeon Bay, Wis., shipyard. It was 210 feet in length and 20 inches in width, with messages from 5,004 persons. Being a conscientious person, Griesen attempted to answer each of his well-wishers but found that his training period was not long enough to accomplish the task.

• The "Naval Order of Wise Old Owls" has been organized at NATB, Corpus Christi, Tex., by instructors who have completed 500 hours of instruction without an accident or violation of training rules. Those meeting the requirements are issued a certificate designating them as "Wise Old Owls." Seventeen officers received certificates recently from Rear Admiral Charles P. Mason, USN, commandant of the base.

• Armchair quarterbacks are rewarded for expert prognosticating at NAS, Norfolk, Va. Each week the *Daily Dope Sheet*, station newspaper, lists 20 football games and gives a $25 war bond to the entrant who picks the most winners. Second and third prizes are 12 free admissions to the station theater.



ARMISTICE DAY: A Navy pharmacist's mate, an honorably discharged Marine private and an Army corporal, all invalided home after service in this war, place a wreath on the 2nd Division Monument in Washington, D. C. It was in this division, in World War I, that personnel of the three arms were unified for the first time in a single combat command. The division's 4th Brigade, which spearheaded the attack in Belleau Wood on 6 June 1918, was made up of marines and Navy doctors, corpsmen, dentists and chaplains.

The Home Front

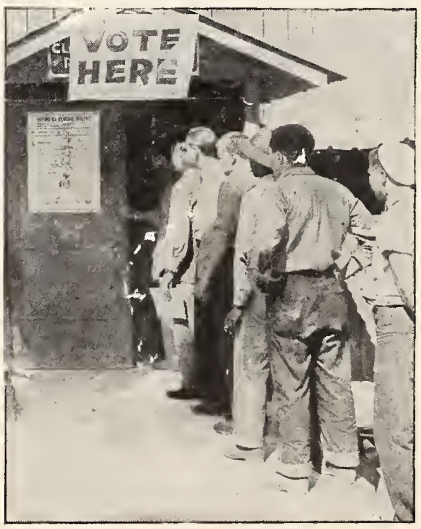
• Franklin D. Roosevelt was reelected as President for his fourth term in the general election of 7 November. He and Senator Harry S. Truman of Missouri, the Democratic nominee for Vice President, received 24,370,196 popular votes (on the basis of unofficial returns as of 20 November) and 432 electoral votes to 21,261,614 popular votes and 99 electoral votes for Gov. Thomas E. Dewey, the Republican nominee for President, and Gov. John W. Bricker of Ohio, the Republican nominee for Vice President. The winner carried all states except Maine, Vermont, Ohio, Indiana, Wisconsin, Iowa, North and South Dakota, Nebraska, Kansas, Wyoming and Colorado. Democratic candidates increased their party's majorities in both houses of Congress (see lists on p. 65). Republicans won 16 of 31 state-governership contests for a net loss of three as compared with the pre-election ratio.

Following were the governors chosen this year, asterisks indicating those reelected:

Arizona, Sidney P. Osborn*(D); Arkansas, Ben Laney(D); Colorado, John C. Vivian*(R); Connecticut, Raymond E. Baldwin*(R); Delaware, Walter W. Bacon*(R); Florida, Millard F. Caldwell Jr.(D); Idaho, Charles C. Gossett(D); Illinois, Dwight H. Green*(R); Indiana, Ralph F. Gates(R); Iowa, Robert D. Blue (R); Kansas, Andrew F. Schoeppel*(R); Maine (which held its election in September), Horace Hildreth(R); Massachusetts, Maurice J. Tobin(D); Michigan, Harry F. Kelly*(R); Minnesota, Edward J. Thye* (R).

Missouri, Phil M. Donnelly(D); Montana, Samuel C. Ford*(R); Nebraska, Dwight P. Griswold*(R); New Hampshire, Charles M. Dale(R); New Mexico, John J. Dempsey*(D); North Carolina, R. Gregg Cherry(D); North Dakota, Fred G. Aandahl(R); Ohio, Frank J. Lausche(D); Rhode Island, J. Howard McGrath*(D); South Dakota, Merrell Q. Sharpe*(R); Tennessee, James Nance McCord(D); Texas, Coke Stevenson*(D); Utah, Herbert B. Maw*(D); Vermont, Mortimer R. Proctor(R); Washington, Monrad C. Wallgren(D); West Virginia, Clarence W. Meadows(D); Wisconsin, Walter S. Goodland* (R).

• Shipbuilders delivered 146 ships during October, 53 for military use, the U. S. Maritime Commission announced. Of the 53, over half are for use as combat-loaded transports and some as combat-loaded cargo ships and Navy transports. Eleven were naval tankers, frigates and Army transports.



Official U. S. Navy photograph

VOTING: Navy men line up at an advanced base to cast ballots in last month's national election.

• A peacetime adaptation of the B-29 Superfortress that will carry up to 100 passengers or a maximum cargo payload of 35,000 pounds is being planned by the Boeing Aircraft Company. The power of the four engines will be increased to 14,000 horsepower for takeoff and the cruising speed of the passenger plane will be 340 miles an hour. As in B-29s, the fuselage will be pressurized for operation up to 30,000 feet. C. L. Egtvedt, chairman of the Boeing Company, believes that fares will be in the neighborhood of 2¢ a passenger mile for ranges up to 3,500 miles.

• Fears of shortages, rather than actual shortages, are responsible for the current scarcity of cigarets, declared Chester Bowles, OPA administrator. He said that "scarce reports" have encouraged some distributors to hoard and the public to overbuy. Cigarets will not be rationed, Bowles said, because the type of controls applied to shoes, sugar and other commodities are impractical for cigarets. The OPA will vigorously fight the black market dealings which have sprung up, he promised.

• A group of Army men have decided to create their own postwar jobs: Thirty members of the AAF and ATC, ranging in rank from private to lieutenant, have organized the Norseman Air Transport and have filed an application with the Civil Aeronautics Board for a 2,500-mile airline in New England. Veterans will be employed whenever possible in operating positions and each veteran employed will share in the ownership of the concern. They hope to obtain 34 aircraft from surplus government stock for the first year's operation.

• Approximately 90% of all penny box matches and 25% of all book matches produced during the next six months will be delivered to the armed forces, WPB officials announced.

• To facilitate fulfillment of military requirements for use in connection with rehabilitation and recreation programs for servicemen and war veterans, the WPB will permit manufacturers to fill Army, Navy and Veterans Administration orders for golf clubs.

• A critical shortage of seamen and officers to man merchant ships sailing into the war zones threatens to delay delivery of supplies to European and Pacific war theaters, acording to Vice Admiral Emory S. Land, USN (Ret), War Shipping Administrator. During the Philippine invasion, he said, there were only enough skilled officers in U. S. seaports to operate about 10 vessels, while officers were needed to operate 45. Some months last summer, he said, 600 men left American ports as licensed deck officers, although they had no license, or sailed above the grade for which they were licensed.

• American merchant ships delivered 500,000 tons of vital invasion supplies at Leyte Island in the three weeks following the invasion, the War Shipping Administration announced. These vessels also landed about 30,000 troops. Although it is not considered a part of their job, the crews of many ships worked the clock around to discharge cargoes. Because of this the turnaround time of the ships averaged slightly over 48 hours.

THE WAR AT SEA

OFFICIAL REPORTS: 21 OCTOBER THROUGH 20 NOVEMBER

U. S. Navy Communiques In Full and Pertinent Excerpts From Others

21 OCTOBER

U. S. Pacific Fleet Communique No. 162

1. Carrier aircraft of the Pacific Fleet on 20 October (west longitude date) continued to attack.

At Coron Bay, southwest of Mindoro Strait, a cargo ship, previously damaged, a small coastal cargo ship and a small escort vessel were sunk.

Four enemy PT-boats, three at Batangas Bay and one at Cebu harbor, were also sunk.

Several ammunition barges were destroyed in Masabate harbor, while two medium cargo ships and two luggers were damaged. At Bulan ground installations and a hangar near the airfield were bombed.

2. During the day 13 enemy planes were shot down and 37 destroyed on the ground, some of which previously had been reported damaged. Our losses were three planes, one pilot and one air crewman.

3. In the month-long operations against the Philippines, Ryukyus and Formosa, which commenced on 21 September and have continued until the present, the carrier aircraft employed have consisted of Hellcat fighters, Avenger torpedo planes and Helldiver divebombers.

GENERAL MACARTHUR'S HEADQUARTERS IN THE PHILIPPINES—Our ground forces are consolidating their beachhead positions and driving inland on all sectors. Food and supplies have been landed on schedule against light opposition. Our ground casualties in the preliminary operation have been exceedingly light.

In the inland waters of the Central Philippines our planes bombed a 5,000-ton tanker, a freighter-transport, five light naval craft and 11 barges and coastal vessels. In addition, two 5,000-ton fleet auxiliaries, 10 cargo vessels, six light naval craft and small ships were damaged. Two of our planes were shot down.

Vice Admiral Thomas C. Kinkaid, USN, commander of the Allied naval forces in the Southwest Pacific, is in command of the 7th U. S. Fleet. The Australian squadron is commanded by Commodore John A. Collins.

Elements of the 3d U. S. Fleet, commanded by Admiral William F. Halsey Jr., USN, are providing naval support.

Visayas: A 1,000-ton freighter and several luggers were set afire . . . *Sulu Islands:* Our fighters destroyed or damaged a 6,000-ton freighter-transport, three freighters of 1,000 tons, three coastal vessels and several small craft . . . *Ceram-Buru:* A four-engined flying boat and several small craft were destroyed . . . *Banda Sea:* Patrol planes damaged a coastal vessel off Flores Island . . . *Bismarcks-Solomons:* Air and naval patrols swept the coast lines, destroying a barge.

22 OCTOBER

GENERAL MACARTHUR'S HEADQUARTERS ON LEYTE—Our ground forces have advanced in all sectors an average depth of four miles. Strong enemy defenses, carefully prepared with concrete pillboxes and supporting artillery positions, were skillfully enveloped by infiltration and the enemy was forced to withdraw. Direct assault was thereby avoided and our casualties remain light.

The enemy is already showing signs of lack of maneuverable cohesion in the face of the skillful tactics of our local commanders. The 10th Corps to the north has taken Tacloban, the capital of Leyte, and secured Tacloban airfield on Cataisan Peninsula.

In the southern sector the 24th Corps has seized Dulag and its airdrome and is pushing toward San Pablo in the Leyte Valley.

Two strong enemy counterattacks were sharply repulsed. Enemy air activity against our beachheads and shipping was limited to dawn and dusk raids by small groups of aircraft. Three enemy bombers were destroyed by ships' antiaircraft fire. Some damage and casualties were sustained by one of our ships.

Celebes: Reconnaissance planes scored a direct hit on a 1,000-ton freighter near Makassar, setting it ablaze.

ROME, *naval communique*—It is reported from the Aegean that a military force was landed by the Royal Navy on the west coast of Lemnos at dawn on 16 October and that after fighting in the town Mudros was occupied by 1300 on the 17th. The enemy withdrew in a Siebel ferry and other craft. Several enemy craft were driven ashore by our flyers while one was set ablaze and possibly caused another to sink. Some 400 enemy troops were made prisoners.

Toward noon on 18 October the British cruiser *Argonaut* destroyed a large enemy tank landing craft near Lemnos.

On the night of 19-20 October His Majesty's ships *Termagant* and *Tuscan* intercepted and engaged an enemy destroyer southbound on the western side of the entrance to the Gulf of Salonika. She was driven ashore and destroyed.

23 OCTOBER

Navy Department Communique No. 549

The submarines *Herring* and *Golet* are overdue from patrol and presumed lost. Next of kin of casualties have been notified.

U. S. Pacific Fleet Communique No. 163

Mopping-up operations on Angaur and Peleliu Island in the Palau group continued on 20 and 21 October (west longitude date). Corsair fighters of the 2d Marine Aircraft Wing, in support of ground operations, dropped incendiary bombs on the holed-up enemy. Corsairs also bombed a lighthouse and gun emplacement on Babelthuap Island on 20 October.

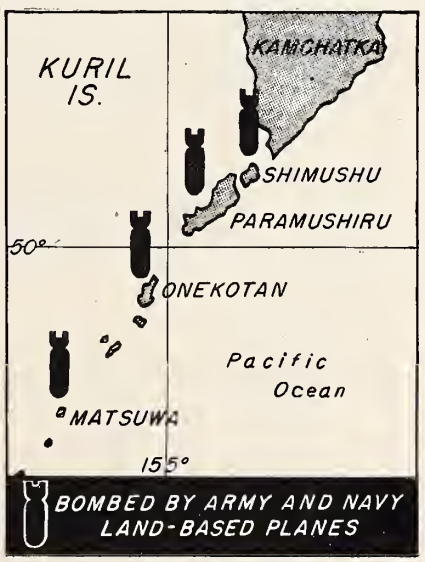
Seventh AAF Liberators bombed Yap Island on 20 and 21 October. A single Navy Ventura search plane attacked the island also on 21 October. Antiaircraft fire was meager.

Liberators of the 7th AAF loosed 49 tons of bombs on the airfield and installations on Iwo Jima in the Volcano Islands on 20 October. Light intercepting enemy planes were encountered; three were shot down, one was probably destroyed and one damaged. One of our Liberators was lost.

A Navy search Liberator on 21 October bombed and strafed a small cargo ship west of Iwo Jima.

Corsairs and Dauntless divebombers of the 4th Marine Aircraft Wing continued neutralization raids in the Marshall Islands. On 20 and 21 October, one of the Corsairs was shot down but the pilot was rescued.

ROME, *naval communique*—On 20 October, while carrying out minesweeping operations near the Franco-Italian frontier, the French destroyer *Forbin* was fired upon by enemy batteries. She returned the fire, destroying one battery and blowing up an ammunition dump. On the same day the USS *Eberle* was again in action in this area.



See 26 October.

24 OCTOBER

U. S. Pacific Fleet Communique No. 164

On 23 October (west longitude date) enemy forces, including battleships and cruisers, were sighted moving eastward through the Sibuyan Sea and Sulu Sea in the Philippines and were attacked by carrier aircraft of the 3d Fleet.

Further details are not available.

ADVANCED HEADQUARTERS ON LEYTE — Our ground forces are steadily progressing along the entire front. In the 10th Corps sector we have advanced three miles beyond Tacloban in pursuit of enemy forces retreating to the north. West of Palo stubborn enemy resistance has been encountered in the hills flanking the main road.

Borneo: Reconnaissance units destroyed a 1,000-ton freighter off the north coast . . . *Amboina-Ceram:* A coastal vessel to the northwest was hit . . . *Bismarcks-Solomons:* Five barges were sunk and buildings were destroyed.

25 OCTOBER

U. S. Pacific Fleet Communique No. 165

On 23 October (west longitude date) searchers from carriers of the 3d Fleet located two enemy forces headed eastward through the Philippine Archipelago.

The first force, which consisted of three or four battleships, 10 cruisers and about 13 destroyers, was sighted south of Mindoro and later moved westward through the Sibuyan Sea. It was attacked repeatedly by carrier aircraft and incomplete reports indicate that all battleships were damaged by bombs. At least one was hit by a torpedo and one cruiser was torpedoed.

A second enemy force was sighted in the Sulu Sea, southwest of Negros Island, which consisted of two battleships, one cruiser and four destroyers. Both battleships were damaged by bombs and the light units were severely strafed.

In the late afternoon of 23 October a third enemy force was located southeast of Formosa, approaching from Japanese home waters.

During the action on 23 October a strong force of shore-based aircraft attacked one of our task forces and succeeded in seriously damaging the USS *Princeton*, a light carrier. Subsequently the *Princeton's* magazines exploded and the ship, badly crippled, was sunk. Her captain and 133 other officers and 1,227 enlisted men were saved. Casualties among her personnel were light. Approximately 150 enemy aircraft were shot down during this attack.

LOSS OF PRINCETON

On 24 October the enemy forces were brought to action. Reports which are as yet incomplete indicate that severe damage has been inflicted on the enemy, that at least one of his large carriers has been sunk and that two others have been severely damaged. General action is continuing.

ADVANCED HEADQUARTERS ON LEYTE — Our ground forces have made extensive gains in all sectors on the front of the 24th Corps . . .

Carrier aircraft of the 7th Fleet executed close support missions, attacking enemy ground installations, supply dumps and lines of communication. On 22 and 23 October our planes struck enemy airdromes in the western Visayas and northern Mindanao. Targets included Cebu, Bacolod, Alicante, Fabrica, Buluan and Del Monte. Sixty-four enemy planes were destroyed or severely damaged on the ground and one divebomber was shot down.

Visayas - Mindanao: Our land - based planes set three vessels afire in Cagayan harbor. Medium and light bombers attacking shipping southwest of Zamboanga damaged five medium freighters, five coastal vessels and several barges . . .

Amboina-Ceram: Several coastal vessels were destroyed.

ADVANCED HEADQUARTERS ON LEYTE — The enemy air force on 24 October attempted a large-scale daylight attack on our shipping in Leyte Gulf shortly after dawn. Our carrier fighters effectively intercepted, breaking up these formations. Fifty-three enemy planes were shot down in air combat, and antiaircraft fire destroyed three others.

The Japanese Fleet in force, during the early hours of the 25th, sortied from Philippine waters through Surigao Strait at the south and San Bernardino Strait at the north and converged upon our forces in Leyte Gulf. The 7th Fleet, with elements of the Australian squadron, under Vice Admiral Kinkaid and with surface forces supported by escort carriers, intercepted both attacks.

The enemy's southern force, comprising two battleships, one heavy cruiser, one light cruiser and four destroyers, was completely routed, losing early in the action at least one battleship of the *Yamashiro* class and several cruisers and destroyers. The remnant retreated westward through Surigao Strait under continued air attack from our escort carriers, which inflicted additional losses and damage.

Every hostile ship was either sunk or heavily damaged. In this engagement we incurred extremely light losses, having several PT-boats sunk or damaged and one destroyer damaged.

The enemy's northern force, four battleships and several cruisers with destroyers, gained contact with one of our escort carrier groups off the east coast of Samar and attacked by gunfire. Our planes from that group, supported by those of another of our group, drove off the attacking fleet, forcing it to retire to the north.

Detailed information is not yet available, but combat reports indicate that the enemy lost several cruisers and destroyers while three battleships, three cruisers and additional destroyers were badly damaged.

Ship casualties sustained by our forces were one escort carrier sunk and several escort carriers and destroyers damaged.

26 OCTOBER

Navy Department Communique No. 550

EUROPEAN THEATER

1. During the Allied operations for the liberation of northern France the following naval vessels were lost as the result of enemy action or the perils of the sea: *Miantonomah* (mine vessel), *LSTs 314, 376, 496, 499, 523* and *921; LCI(L)s 85, 91, 92, 93, 219* and *232; YMSs 304, 350, 378,* and *PT 509.*

2. In addition to the above, a number of smaller landing craft were lost.

3. The next of kin of casualties have been informed.

U. S. Pacific Fleet Communique No. 166

On 24 October (west longitude date), the enemy carrier task force which had been sighted in the Philippine Sea on the previous afternoon approaching from Japanese home waters was attacked by a concentration of aircraft, surface ships and submarines of the Pacific Fleet during the day and the following night.

Despite their support by enemy aircraft from Luzon, the following damage was inflicted with no damage to our ships involved in this action:

One large carrier exploded and sunk.



See 27-29 October.

One large carrier was severely damaged by bombs and torpedoes and is believed to have sunk.

One light carrier was definitely sunk.

Two battleships were probably sunk.

Two light cruisers were definitely sunk.

Two battleships, three cruisers and a number of destroyers withdrew to the northward in a damaged condition.

On 24 October a carrier task group of the 3d Fleet assisted units of the 7th Fleet in striking a force of enemy battleships, cruisers and destroyers which had sortied through San Bernardino Strait and was attacking escort carriers of the 7th Fleet off the Leyte Gulf. Fragmentary reports available indicate that, in cooperation with the aircraft from the escort carriers, the following damage was inflicted on this enemy force:

One heavy cruiser was seen to sink.

Four battleships were heavily damaged by bombs and left the scene at low speed, trailing oil.

One destroyer was left dead in the water.

About midnight 24-25 October this enemy force withdrew through the San Bernardino Strait in a badly damaged condition. During the night surface ships of the Pacific Fleet sank a cruiser of this enemy force. Pacific Fleet carrier aircraft on 25 October were continuing to attack this force during its retirement through the Sibuyan Sea.

This incomplete report will be amplified as further details become available.

U. S. Pacific Fleet Communique No. 167

Two groups of 11th AAF Liberators hit gun positions and installations on Onnekotan Island and Paramushiru Island, in the northern Kurils, on 23 October (west longitude date). Another group of 11th AAF Mitchells bombed buildings on Paramushiru the same day and was intercepted by five enemy fighters. No damage was done to our aircraft.

On 24 October 11th AAF Mitchells bombed and left burning a 6,000-ton cargo ship south of Paramushiru. Navy search Liberators and Venturas of Fleet Air Wing 4 on the same day bombed Paramushiru, Matsuwa and Shimushu. All our planes returned.

Four grounded enemy planes were destroyed by Corsairs of the 2nd Marine Aircraft Wing which bombed and strafed the airfield at Yap Island on 21 October. On 22, 23 and 24 October similar attacks were repeated. One of our planes was shot down on 23 October by intense antiaircraft fire. Liberators of the 7th AAF also bombed Yap on 21, 22, 23 and 24 October, setting fires near the airfield and in Yap town.

Corsairs of the 2nd Marine Aircraft Wing bombed and strafed enemy-held positions in the northern Palau Islands on 22, 23 and 24 October, destroying trucks and barges and setting fuel tanks and storage areas ablaze.

Iwo Jima, in the Volcano Islands, was bombed by a single Liberator of the 7th AAF on 22 October. On 24 October 7th AAF Liberators hit Iwo Jima again with approximately 58 tons of bombs. Three enemy fighters intercepted our planes, but no damage was done.

Pagan Island was bombed by 7th AAF Liberators on 22 October and strafed by Thunderbolts on 23 and 24 October. Rota Island was strafed by Corsairs of the 2nd Marine Aircraft Wing on 22, 23 and 24 October.

Antiaircraft gun positions at Nauru were bombed by Mitchells of the 7th AAF on 22 October.

Dauntless divebombers and Corsair fighters of the 4th Marine Aircraft Wing dropped 36 tons of bombs on Jaluit on 22 October. Other enemy-held positions in the Marshall Islands were hit by neutralization raids.

ADVANCED HEADQUARTERS ON LEYTE— Remnants of the enemy's naval forces retreating from Leyte Gulf are being kept under continual attack by our aircraft.

Sandakan: Eleven small freighters and four coastal vessels were set afire by strafing . . . *Makassar:* Patrol planes destroyed or damaged a 3,000-ton freighter-transport, five small freighters and coastal vessels. . . . *Halmahera:* Fighters hit a light naval craft.

ROME, *naval communique*—On the night of 22-23 October Allied light coastal craft operating in the Gulf of Genoa attacked an enemy southbound convoy near La Spezia. Torpedoes were fired and explosions seen in the convoy, though no definite claims of sinking can be made.

On 24 October the destroyer USS *Woolsey* carried out a successful bombardment of enemy road transport near the Franco-Italian frontier.

27 OCTOBER

Navy Department Communique No. 551

According to latest information received, the following U. S. naval vessels, in addition to the USS *Princeton* (light carrier), have been sunk during the recent operations in the Philippines:

Two escort carriers, two destroyers, one destroyer escort.

No details have been received.

Next of kin of casualties aboard above vessels will be notified as soon as possible.

CHUNGKING, *14th AAF communique*— On 26 October B-24s of the 14th AAF struck at remnants of a Japanese task force fleeing from Admiral Nimitz' fleet in the South China Sea east of the Luichow Peninsula. The bombers scored two direct hits on a transport. Another direct hit left a freighter listing and burning. A tanker was bracketed and left smoking. In all, 8,000 tons of shipping were probably sunk and 1,200 tons damaged.

28 OCTOBER

GENERAL HEADQUARTERS ON LEYTE— Palawan: Our patrol planes sank a 2,000-ton cargo vessel and damaged another in a level strafing attack at Puerto Princesa . . . Borneo: Our reconnaissance units, striking enemy shipping off the north and east coasts, sank a small freighter and damaged four others and a barge.

CHUNGKING, *14th AAF communique*—In night operations about 75 miles west of the Luichow Peninsula B-24s of the U. S. 14th AAF on 26 October probably sank one Japanese destroyer and damaged another. They also damaged a tanker and cargo vessel.

29 OCTOBER

U. S. Pacific Fleet Communique No. 168

1. Amplifying reports on the Second Battle of the Philippine Sea, although still subject to revision as more information is received, indicate an overwhelming victory for the 3d and 7th U. S. Fleets. The Japanese Fleet has been decisively defeated and routed. The Second Battle of the Philippine Sea ranks as one of the major sea battles of World War II in the Pacific—together with the Battle of the Coral Sea, 4-8 May 1942; the Battle of Midway, 3-6 June 1942; the Battle of Guadalcanal, 12-15 November 1942; and the First Battle of the Philippine Sea, 19 June 1944.

SECOND BATTLE OF PHILIPPINES

2. Movements of major Japanese fleet units northward from the Singapore area were detected on 21 and 22 October (west longitude date). Submarine scouts sighted the enemy force, sank two *Atago*-class heavy cruisers and severely damaged a third. Ships of the 3rd Fleet were moved into position to the eastward of the Philippines off Surigao Strait, San Bernardino Strait and the Polillo Islands. On 23 October carrier searches discovered two strong enemy naval forces moving eastward, one through the Sibuyan Sea and the other through the Sulu Sea.

3. Photographs by carrier aircraft

Japs Win Oral Victory

Japanese communiques as broadcast from Tokyo made the usual fantastic claims about American losses in what they have officially named the "Naval Battle Off the Philippines." Following is their version of the losses on both sides:

U. S. Losses

Sunk: eight aircraft carriers, three cruisers, two destroyers and more than four transports.

Damaged: seven carriers, one battleship and two cruisers.

Planes shot down: about 500.

Japanese Losses

Sunk: one battleship, one carrier, two cruisers and two destroyers.

Damaged: one battleship, one carrier.

Planes lost: 120, and six planes that have not returned.

showed that the force moving eastward through the Sibuyan Sea included five battleships, thought to be the *Yamato, Musashi, Nagato, Kongo* and *Haruna;* eight cruisers, two *Mogami,* two *Tone,* two *Nachi,* one *Atago,* one *Noshiro;* and 13 destroyers. The force moving eastward through the Sulu Sea consisted of two battlesnips of the *Yamashiro* class, two heavy cruisers, two light cruisers and seven or eight destroyers.

4. As soon as the presence of the two enemy fleet forces in the Philippine Islands was discovered on 23 October, Hellcat fighters, Avenger torpedo planes and Helldiver divebombers from the 3rd Fleet carriers were launched to attack both forces. In the Sibuyan Sea, one battleship and one cruiser were severely damaged and set afire and may have sunk. Three other battleships received bombs and torpedoes; three other heavy cruisers received bombs and torpedoes; and one light cruiser was torpedoed, capsized and sunk. In the Sulu Sea bomb hits were made on both battleships. Cruisers and destroyers were strafed with rockets and machine guns.

5. Meanwhile, to the eastward of the Philippines, enemy shore-based aircraft were attacking our carriers. In the aerial battle that ensued, more than 150 enemy aircraft were shot down. Our losses, on which exact figures are not yet available, were light. In this attack, the carrier *Princeton* was hit by a bomb which caused a bad fire. Later the *Princeton's* magazines blew up and the ship was so badly damaged that she had to be sunk by our own forces.

6. Also on the afternoon of 23 October, a land-based Navy search plane discovered the presence of an enemy carrier force approximately 200 miles off Cape Engano on northern Luzon, heading south. This force consisted of 17 warships including a large carrier, believed to be of the *Zuikaku* class; three light carriers of the *Chitose* and *Zuiho* classes; two battleships of the *Ise* class with flight decks aft; a heavy cruiser of the *Mogami* class; a light cruiser of the *Noshiro* class; three cruisers of the *Kiso* class; and six destroyers.

7. To meet this serious threat the Commander, 3rd Fleet, concentrated several of his carrier task groups and started northward at high speed for a dawn attack.

8. These units of the 3rd Fleet steamed north at full speed through the night and caught the enemy so completely by surprise on the morning of 24 October that there was no effective air opposition. Later in the forenoon enemy carrier aircraft which had been refueled ashore in the Philippines flew out to join their ships which had already met disaster. The enemy planes arrived too late to get into the fight and 21 were shot down by our combat patrols.

In this action, the following destruction was inflicted upon the enemy:

SUNK:
- One carrier of the *Zuikaku* class, sunk by carrier aircraft.
- One light carrier of the *Zuiho* class, crippled by carrier aircraft and later sunk by the gunfire of cruisers and destroyers.
- Two light carriers of the *Chitose* class, sunk by carrier aircraft.
- One light cruiser or large destroyer sunk by gunfire.
- One destroyer sunk by carrier aircraft.
- One cruiser was severely damaged by carrier aircraft and was sunk during the night by a submarine.

DAMAGED:
- One battleship hit by 2-4 torpedoes and many bombs.
- One battleship hit by bombs.
- Three cruisers damaged by bombs and gunfire.
- Four destroyers bombed, strafed or hit by gunfire.

None of the 3rd Fleet ships engaged with the enemy carrier force were damaged. The 3rd Fleet in this phase of the action lost 10 planes, 8 pilots and 10 aircrewmen, all shot down by antiaircraft fire. Before all the damaged enemy ships could be tracked down and destroyed the engagement was broken off to proceed to the assistance of 7th Fleet carrier escort groups then under attack off Samar Island.

9. The enemy force of battleships, cruisers and destroyers which had been attacked in the Sibuyan Sea had sortied through the San Bernardino Strait in spite of the damage inflicted by our carrier aircraft, and had attacked units of the Seventh Fleet off Samar Island during the morning of 24 October. In the ensuing battle, most of the enemy's heavy ships were badly damaged by 7th Fleet units assisted by carrier aircraft from the 3rd Fleet. One cruiser of the *Mogami* class was seen to sink and one destroyer was left dead in the water. The enemy force ran northwest from the scene of the action and during the early hours of darkness passed westward through the San Bernardino Strait. About 2 a.m. a straggling cruiser was sunk by gunfire of the 3rd Fleet.

10. Meanwhile the southern enemy force had crossed the Sulu Sea, the Mindanao Sea, had attempted to pass through the Surigao Strait, and met the 7th Fleet in a night action 24-25 October. As announced by the Commander in Chief, Southwest Pacific area, all units of this enemy force were sunk or decisively defeated.

11. On 25 October carrier aircraft of the 3rd Fleet were launched against the crippled and damaged enemy fleeing westward through the Sibuyan Sea. Damage done to the enemy during the retirement of the enemy forces from San Bernardino Strait by the combined efforts of the 3rd and 7th Fleets and shore based aircraft of the Southwest Pacific Area included one *Mogami*-class cruiser sunk off Mindoro Island, one *Noshiro*-class cruiser sunk south of Mindoro Island, one battleship possibly sunk and three other battleships and three other cruisers further damaged.

12. The total damage inflicted on the Japanese Fleet during the period 22-27 October 1944 included:

SUNK:
- Two battleships
- Four carriers
- Six heavy cruisers
- Three light cruisers
- Three small cruisers or large destroyers
- Six destroyers

SEVERELY DAMAGED AND MAY HAVE SUNK:
- One battleship
- Three heavy cruisers
- Two light cruisers
- Seven destroyers

ESCAPED IN DAMAGED CONDITION:
- Six battleships
- Four heavy cruisers
- One light cruiser
- Ten destroyers

13. During the same actions the losses sustained by U. S. naval forces were one light carrier (*Princeton*), two escort carriers, two destroyers, one destroyer escort and a few lesser craft.

14. The following battleships seriously damaged at Pearl Harbor took part in these actions: *West Virinia, Maryland, Tennessee, California* and *Pennsylvania.* The new carriers *Lexington, Wasp* and *Hornet* also participated.

15. In all these actions, U. S. submarines played a highly important part and are credited with sinking and damaging several enemy warships—both before and after the air and sea battles on 23, 24 and 25 October.

16. Much of the credit for the destruction inflicted on the Japanese Fleet goes to the naval airmen who gallantly and relentlessly pressed their attacks nome with telling effect.



See 29-30 October, 13-14 November.

ADVANCED HEADQUARTERS ON LEYTE—On 26 October our carrier-based planes sank an enemy destroyer and severely damaged a light cruiser in the Camotes Sea. The same day carrier fighters and ships' antiaircraft fire destroyed seven attacking enemy planes. One of our carriers sustained some damage and casualties.

Amplifying dispatches of the battle of South Leyte Gulf on 25 October report confirmed enemy losses to be greater than originally estimated.

The total enemy naval force that sortied through Surigao Strait was composed of two battleships, the Yamashiro and Fuso; two heavy cruisers, two light cruisers and 10 destroyers.

Of this force both battleships, one heavy and one light cruiser and six destroyers were sunk in immediate action. The remaining two cruisers and four destroyers, badly damaged, fled and were destroyed in subsequent air attacks.

Many survivors from sunken enemy warships have been captured, including the captain of one of the destroyers.

Cebu: Our fighters at low level strafed and damaged a destroyer and a small freighter. Patrol planes also damaged a tanker near Palawan. We lost two planes . . . *Borneo:* Air patrols sank a coastal vessel east of Sandakan . . . *Celebes:* Heavy units sank a small freighter in the Gulf of Boni.

CHUNGKING, *14th AAF communique*—Revised reports of an attack by B-24s on an enemy convoy off Luichow Peninsula on 26 October show one transport was sunk, a large cargo vessel probably sunk, and a freighter and tanker damaged.

On 27 October, B-25s caught a tanker east of the north end of Hainan Island apparently in difficulty. It had an escort of gunboats and tugs. The B-25s scored direct hits and the tanker was left sinking by the stern with lifeboats putting out.

LONDON, *Air Ministry communique*—At 9 o'clock this morning a force of Lancasters of the RAF Bomber Command attacked with 12,000-pound bombs the *Tirpitz,* moored off Haakoy Island, four miles due west of Tromsoe. Though clouds hid the battleship just as the bombs were about to be released, first reports indicated that at least one hit was obtained.

30 OCTOBER

U. S. Pacific Fleet Communique No. 169

Carrier aircraft of the 3d Fleet continued to attack targets in southern Luzon on 28 October. In Manila harbor a heavy cruiser previously damaged, was probably sunk, while another cruiser was damaged. A third cruiser off Cavite was hit by two 1,000-pound bombs and severely damaged. An oil tanker was also damaged when it received a hit from a 1,000-pound bomb.

ADDITIONAL DAMAGE TO JAP FLEET

Airfields in the vicinity of Manila were attacked. Twelve or more planes were destroyed on the ground and several large fires were started. Our aircraft were intercepted by a number of enemy fighters over southern Luzon, 45 of which were shot down. One of our carrier groups was attacked by enemy fighters and divebombers, of which 12 were shot down. Two more enemy planes were shot down the next day over our carriers.

In the Central Philippines search and patrol flights by carrier-based aircraft of the 3d Fleet on 28 and 29 October shot down 19 enemy fighters and destroyed three coastal cargo vessels near Cebu.

Corsairs of the 2nd Marine Aircraft Wing bombed the airfield on Yap Island on 25 October. Seventh AAF Liberators attacked the same airstrip on 26, 27 and 28 October. Moderate antiaircraft fire was encountered.

Enemy barges were strafed off Babelthuap Island, in the Palau group, and a radio station was hit by Corsairs of the 2nd Marine Aircraft Wing on 25 October. Our fighters met meager antiaircraft fire.

Seventh AAF Thunderbolts attacked targets on Pagan Island on 25 October. Corsairs of the 2nd Marine Aircraft Wing bombed gun emplacements near the Rota airstrip on 25 and 27 October.

Five enemy barges were damaged by a single Navy search plane at Iwo Jima in the Volcano Islands on 26 October. Navy search Liberators bombed the airfield on 27 October. Another Navy search plane destroyed a radio and weather station and

left fires on Muko Jima in the Bonin Islands on 27 October. Seventh AAF Liberators started fires and bombed shipping in the Haha Jima harbor on 27 October. The next day another group of 7th AAF Liberators bombed the same harbor installations and shipping again.

Ventura search planes of Fleet Air Wing 2 bombed objectives on Wake Island on 24 October. Two sampans were strafed. Enemy antiaircraft fire was inaccurate.

Mitchell bombers of the 7th AAF bombed the airfield and defense installations on Nauru Island on 26 October, causing large fires. Antiaircraft fire was meager.

Corsairs of the 4th Marine Aircraft Wing hit the airfield on Ponape during 24 October. One of our planes was slightly damaged by antiaircraft fire

Corsairs and Dauntless divebombers of the 4th Marine Aircraft Wing and Venturas of Fleet Air Wing 2 continued neutralization raids in the Marshall Islands during 24, 25, 26, 27 and 28 October.

ADVANCED HEADQUARTERS ON LEYTE—Further details of the naval engagement off Samar Island on 25 October between our 7th Fleet escort carrier groups and a numerically superior enemy force of four battleships, seven heavy cruisers, two light cruisers and 12 destroyers have been received. Our forces, attacking against seemingly overwhelming odds, sank one enemy heavy cruiser and one destroyer and severely damaged three battleships or cruisers and a destroyer. Three other enemy heavy fleet units and three destroyers were probably sunk by the combined air attacks of our planes and those of a 3d Fleet carrier group which came up.

We lost two of our escort carriers, two destroyers and one destroyer escort and sustained considerable casualties.

Borneo: Patrol planes fired a small freighter . . . *Celebes:* Air patrols bombed Manado township and scored a direct hit on a 1,000-ton freighter. Near Makassar our fighters destroyed a coastal vessel . . . *Moluccas:* Light naval units destroyed a barge.

LONDON, *Admiralty communique*—Carrier-borne aircraft of the Royal Navy have carried out further successful attacks on enemy shipping off the Norwegian coast and on shore installations on the mainland.

During the course of these operations, which took place in the vicinity of Bodo, in the Norwegian leads, a total of six enemy ships were sunk. These comprised two supply ships, a medium-sized tanker, an aircraft tender and two naval auxiliary vessels. In addition, a large U-boat was attacked and driven ashore in a damaged condition.

A further 19 enemy vessels, including seven large supply ships and one of medium size, were damaged by cannon fire or by bombs. An armed coaster and an armed trawler were also driven ashore.

31 OCTOBER

Navy Department Communique No. 552

PACIFIC AND FAR EAST

1. U. S. submarines have reported the sinking of 18 vessels, including one combatant ship, as a result of operations against the enemy in these waters, as follows:

3 medium cargo transports
1 large transport
2 small cargo transports
1 destroyer
4 small cargo vessels
5 medium cargo vessels
1 medium tanker
1 small auxiliary

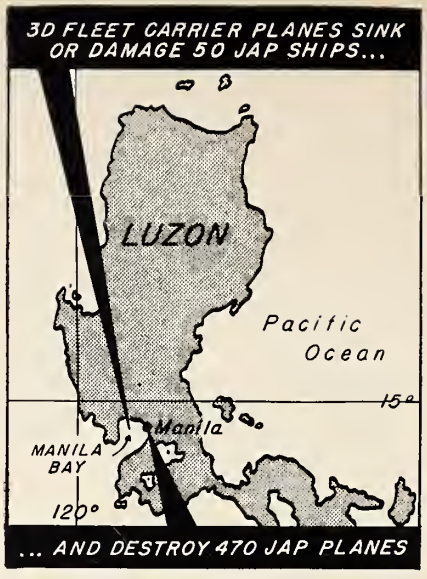
2. These actions have not been announced in any previous Navy Department communique.

U. S. Pacific Fleet Communique No. 170

A conservative recapitulation of enemy aircraft losses during the past two months from 30 August to the present, reported by the 3d and 7th Fleets (the latter operating under General MacArthur), shows that 1,462 planes were shot down in the air and 1,132 destroyed on the ground, making a grand total of 2,594 destroyed by Pacific Fleet carrier aircraft. In addition, 252 planes were probably destroyed or damaged.

JAP PLANE LOSSES SUMMARIZED

Our own losses during this period were approximately 300 carrier planes, with pilots and air crew losses considerably less



See 30 October, 6-7, 14, 16, 20 November.

because of rescue operations which saved many lives.

The enemy suffered his greatest losses during the following periods:

9-24 September, in the Philippines, by the 3d Fleet: Shot down, 362; destroyed on ground, 584.

10-16 October, in Nansei and Shoto Islands, Philippines, and Formosa, by the 3d Fleet: Shot down, 528; destroyed on ground, 304; damaged, 59.

17-18 October, in the Philippines, by the 3d Fleet: Shot down, 55; destroyed on ground, 31; damaged, 55.

22-27 October, in the Second Battle of the Philippine Sea, by the 3d and 7th Fleets: Shot down, 392; destroyed on ground, 31; damaged, 20.

Liberators of the 7th AAF bombed shipping in Chichi Jima harbor, in the Bonins, on 28 October (west longitude date). Other Liberators bombed barges at Haha Jima on the same day.

Search planes of Fleet Air Wing 1 carried out strafing and bombing attacks on five small cargo ships at Iwo Jima, in the Volcano Islands. One of the ships was sunk, one was badly damaged and one was set ablaze.

On 28 October Corsair fighters of the 2d Marine Aircraft Wing strafed installations at Rota Island. Antiaircraft fire was intense. The next day Corsairs again bombed Rota, hitting the airfield, while Thunderbolts of the 7th AAF bombed Pagan Island.

Seventh AAF Liberators bombed the airfield and gun positions on Yap Island on 27 and 28 October. Corsair fighters of the 2nd Marine Aircraft Wing strafed barges at Yap on 28 October. Antiaircraft fire was meager.

ADVANCED HEADQUARTERS ON LEYTE — The enemy is reported to have ferried under cover of darkness reinforcements from Cebu and Ormoc on the west coast of Leyte. A raging typhoon, with winds up to 70 miles an hour, and drenching rains seriously interfered with all movements.

Borneo: Our patrol planes sank or seriously damaged a larger tanker and two small freighters off the northeastern coast . . . *Bismarcks-Solomons:* Light naval craft shelled coastal targets of opportunity in the Bismarcks and northern Solomons.

ROME, *naval communique*—On 27 October the U. S. destroyer *Plunkett* and the French cruiser *Jeanne d'Arc* obtained direct hits on enemy batteries on the Franco-Italian frontier.

On 28 October the U. S. destroyers *Gleaves* and *Plunkett* and the French cruiser *Emile Bertin* bombarded enemy batteries and troop concentrations in the same area. Direct hits were obtained and the whole area was well covered. During these bombardments fire was returned from the shore.

1 NOVEMBER

U. S. Pacific Fleet Communique No. 171

In the Second Battle of the Philippine Sea, 22-27 October (west longitude date), several U. S. ships of the 3d and 7th Fleets (the latter operating under the command of General MacArthur) were damaged. The names of these ships will not be made public, nor will the extent and amount of damage be announced at the present time. Such information would be of value to the enemy in estimating accurately the size of our naval forces operating in Philippine waters and what ships are available for immediate action.

Mitchell bombers of the 11th AAF bomber Paramushiru, in the northern Kurils, on 30 October, setting buildings afire and damaging several small craft. Antiaircraft fire was inaccurate and all planes returned.

A single Navy search plane bombed the airfield at Iwo Jima on 29 October. Antiaircraft fire was not encountered.

Corsairs of the 2nd Marine Aircraft Wing strafed personnel areas on Rota Island on 30 October. Antiaircraft fire was meager.

Seventh AAF Liberators on 29 October dropped bombs on the airfield at Yap Island, causing fires and explosions. Corsairs of the 2nd Marine Aircraft Wing also bombed the airstrip and set a fuel dump ablaze.

Corsairs of the 2nd Marine Aircraft Wing on 29 October strafed targets on Babelthuap Island, in the northern Palau Islands, and sank two barges.

Seventh AAF Mitchells bombed the airstrip and gun installations on Nauru Island on 30 October.

Enemy-held positions in the Marshall Islands were bombed in neutralization raids on 29 and 30 October.

ADVANCED HEADQUARTERS ON LEYTE — The enemy continues his efforts at reinforcement under cover of darkness from Cebu to Leyte. Carrier-based planes strafed and destroyed or damaged 20 enemy barges at Ormoc on the west coast. Light naval units at night sank two luggers on Ormoc Bay as well as two lighters in Surigao Strait.

Celebes: Our air patrols bombed Manado town and damaged a 1,000-ton vessel in the Banggai Archipelago . . . *Halmahera:* Light naval craft at night started fires among coastal installations near Niti . . . *Amboina:* Air patrols damaged small shipping in coastal sectors . . . *Lesser Sundas:* Patrol units damaged a small freighter off Flores.

2 NOVEMBER

U. S. Pacific Fleet Communique No. 172

A single enemy PT-boat on the night of 26 October (west longitude date) attempted to attack one of our beaches on Peleliu Island, in the southern Palaus, where cargo unloading was in progress.

A torpedo is thought to have been launched, but it did no damage. There were a few personnel casualties, however, from enemy machine-gun fire from the vessel. The PT-boat was sunk as it tried to escape northward.

Corsairs of the 2nd Marine Aircraft Wing bombed and strafed shipping installations and oil-storage areas on Koror Island, in the northern Palaus, on 30 October. A second group of Corsairs hit trucks and barges at Babelthuap Island on the same day.

The airfield at Yap Island was bombed and strafed by Corsairs of the 2nd Marine Aircraft Wing on 30 October. A single search Liberator bombed targets on Iwo Jima through meager antiaircraft fire on 30 October.

Seventh AAF Thunderbolts strafed installations and gun positions on Pagan Island on 31 October.

Neutralization raids against enemy-held positions in the Marshalls continued on 30 October.

ADVANCED HEADQUARTERS ON LEYTE — The enemy is apparently continuing reinforcements of the Ormoc area by barge. Our Leyte-based fighters attacked enemy installations and shipping at Ormoc, destroying an ammunition dump and causing large fires. A small freighter and lugger were sunk. One light naval unit at night sank a troop-laden barge off the west coast.

Mindanao: Escorted medium units bombed San Rogue airfield at Zamboanga and destroyed, by strafing, several fuel barges in the harbor . . . *Borneo:* A 10,000-ton tanker as destroyed when explosives on the deck were detonated by strafing. Two other tankers, two 1,000-ton freighters and a barge were heavily damaged . . . *Halmahera:* Air patrols destroyed three barges and a coastal craft.

ROME, naval communique—On 30 October the French cruiser *Emile Bertin* bombarded beaches and enemy troop movements near the French-Italian frontier. The areas were well covered. On 31 October the French destroyer *Forbin* engaged targets in the same area and scored direct hits on a pillbox and enemy personnel.

The work of the Allied minesweeping force off the south coast of France, the Aegean and in the waters of Greece is continuing successfully. Many mines have been accounted for.

3 NOVEMBER

U. S. Pacific Fleet Communique No. 173

During the night of 1-2 November nine enemy twin-engine bombers, presumably from bases in the Bonins, bombed and strafed Isely airfield on Saipan and the northern airfield on Tinian. Three of the enemy raiders were shot down, one by night fighter aircraft and two by anti-aircraft guns. Our personnel casualties were four killed and one seriously injured when one of the enemy planes was shot down and crashed on the field.

Minor damage was suffered at both airfields.

An enemy reconnaissance seaplane attacked Peleliu Island on 31 October but was shot down by one of our Hellcat night fighters.

One of the 3d Fleet carrier groups was attacked by enemy fighters and dive-bombers on 1 November, inflicting some damage to several ships and light personnel casualties. Six enemy planes were destroyed by antiaircraft fire and four others were shot down by our aircraft.

Eleventh AAF Mitchell bombers dropped fragmentation and incendiary bombs on Paramushiru on 31 October. One of our planes was attacked by five enemy fighters but is reported to have landed safely.

Seventh AAF Liberators and Navy search Liberators of Fleet Air Wing 2 teamed up to hit enemy positions in the Volcano Islands and the Bonins on 31 October. Airfields at Chichi and Iwo were bombed, shipping at Iwo was attacked, and buildings at Haha were hit. Antiaircraft fire was intense.

Seventh AAF Liberators bombed four cargo ships at Chichi on 1 November, scoring several direct hits. One ship was sunk, one was left burning, while the other two were damaged. Seventh AAF Liberators also bombed shipping in the harbor at Haha on the same day.

Corsairs of the 2nd Marine Aircraft Wing set barges afire at Babelthuap Island in the northern Palaus on 31 October. Corsairs also bombed the airfield at Yap Island.

Corsairs of the 2nd Marine Aircraft Wing strafed enemy targets on Rota Island on 31 October. On 1 November targets on Rota were again strafed by Corsairs, while 7th AAF Thunderbolts launched rockets against supply dumps on Pagan Island.

ADVANCED HEADQUARTERS ON LEYTE — *Mindanao:* Night air patrols destroyed a 7,000-ton tanker off Tawitawi . . . *Borneo:* One of our night reconnaissance units sank a 1,000-ton freighter and damaged two others northeast of Sandakan . . . *Celebes:* Our heavy units destroyed a coastal vessel east of Boetoeng . . . *Timor:* A coastal vessel and a barge were sung north of Kupang . . . *New Guinea:* Light naval craft shelled shore positions south of Manokwari.

ROME, *naval communique* — It is reported from the Adriatic that on the evening of 1 November the HMS *Wheatland* and the HMS *Avondale,* operating among the islands west of Pag Island, met and engaged two enemy destroyers, both of which were sunk.

About an hour and a half later a third destroyer was engaged and sunk. Some survivors were rescued and made prisoner.

Our forces suffered no casualties, although the *Avondale* sustained superficial damage.

CHUNGKING, *14th AAF communique*—A Japanese destroyer was sunk and a large transport damaged and left listing in two missions by B-24s against a convoy in the South China Sea, east of Hainan Island, on 2 November.

4 NOVEMBER

U. S. Pacific Fleet Communique No. 174

Corsairs of the 2nd Marine Aircraft Wing bombed and strafed targets on Yap Island and in the northern Palaus on 1 November. Two small cargo ships were heavily damaged near Babelthuap, while barges and trucks were destroyed at both Babelthuap and Yap.

Seventh AAF Thunderbolts bombed Pagan Island on 2 November, destroying a twin-engined bomber as it neared the airfield. Corsairs of the 2nd Marine Aircraft Wing strafed gun emplacements at Rota Island on the same day.

Seventh AAF Liberators bombed the airstrip and installations at Marcus Island on 1 November, repeating the attack the next day.

A single PBY of Fleet Air Wing 2 bombed Nauru Island on the night of 1-2 November. Antiaircraft fire was inaccurate.

Corsairs of the 4th Marine Aircraft Wing continued to neutralize enemy-held positions in the Marshall Islands on 2 November.

LONDON, *Admiralty communique*—Determined attempts by strong forces of U-boats to interfere with a large convoy which recently made the double passage from the United Kingdom to Russia and back were frustrated by the ships and naval aircraft of the Home Fleet. Not one of the merchant ships sustained any damage. Enemy losses were three U-boats sunk and several others damaged during engagements fought within the Arctic Circle.

U-BOATS SUNK; ARCTIC CONVOY GOES THROUGH

5 NOVEMBER

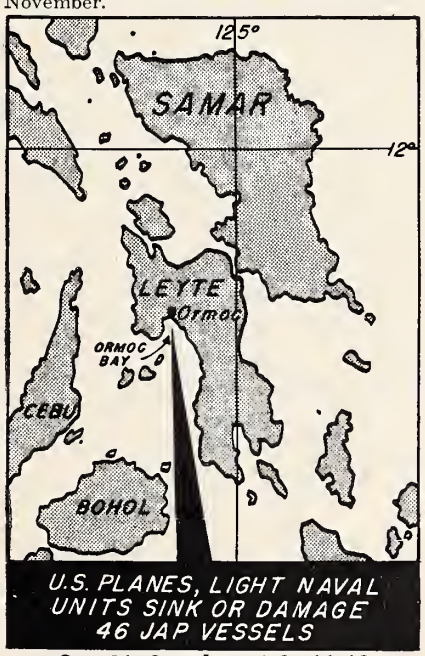
U. S. Pacific Fleet Communique No. 175

Liberators of the 7th AAF attacked enemy shipping in Chichi Jima harbor in the Bonin Islands on 2 November (west longitude date). Targets included two destroyers, one large transport, four medium transports and four small transports. Other 7th AAF Liberators bombed a large enemy transport at Haha Jima on 2 November. Land objectives at Haha Jima were attacked by Liberators the next day.

A Navy search Liberator attacked Iwo Jima in the Volcano Islands on 2 November. Seventh AAF Liberators bombed the airstrip on Iwo Jima on 3 November. Two grounded enemy planes were destroyed and one probably destroyed. Six to eight Japanese fighters were seen in the air but did not attack our planes. Five Liberators were damaged by intense antiaircraft fire.

Koror Island in the northern Palaus was heavily attacked by 7th AAF Liberators on 2 November. Large fires were started and explosions were observed.

Thunderbolts and Liberators of the 7th AAF damaged the airfield on Pagan Island in the Marianas on 3 November. Corsairs of the 2nd Marine Aircraft Wing strafed enemy installations on Rota Island on 3 November.



U.S. PLANES, LIGHT NAVAL UNITS SINK OR DAMAGE 46 JAP VESSELS

See 31 October, 1-2, 11-12 November.

Yap was hit by 7th AAF Liberators on 2 November.

WASHINGTON, *20th AAF communique*—In the longest daylight mission ever flown by military planes, B-29 aircraft of the 20th AAF today bombed the dockyard and repair facilities of the great Singapore naval base, on the southern tip of the Malay Peninsula. The strike was made by a substantial force of the 20th Bomber Command from India bases. It was exceeded in length by only a few miles on 10 Aug. 1944, when the same bomber command conducted a night mission from India against the Pladjoe refinery at Palembang, Sumatra.

Coincidentally with the attack on Singapore, some elements hit the Pangkalan-Brandon oil refinery on the Japanese-dominated island of Sumatra.

Good to excellent results were reported at both primary and secondary targets. At Singapore, the former British naval base now in Japanese hands, the weather was clear enough for visual bombing, and direct hits were observed on a control house in the largest drydock, and on other vital points. In addition, two direct hits were scored on a Japanese ship in drydock.

Pangkalan-Brandon is probably exceeded only by the Pladjoe refinery as a supplier of high-octane aviation gasoline in the Far East. Our planes encountered only weak enemy fighter plane resistance. None of our aircraft was lost to enemy action at either target.

ADVANCED HEADQUARTERS ON LEYTE—Our patrols at Masbate damaged a 3,000-ton freighter transport . . . *Mindanoa:* Fighter-bombers hit and damaged an 8,000-ton transport at Jolo . . . *Moluccas:* Our planes sank a 1,000-ton freighter and eight barges . . . *Bismarck-Solomons:* Our medium units, light bombers and fighters sank a barge and bombed enemy-occupied plantations on New Ireland, starting fires near Rabaul and destroying huts in southern Bougainville. Light naval units and night patrols shelled shore targets.

SUPREME HEADQUARTERS, ALLIED EXPEDITIONARY FORCE—Naval casualties and losses in landing craft were severe during the assault on Westkapelle, particularly in a close-support squadron which, by its determined action engaging superior batteries at close range, drew the enemy's fire while the assault went through.

Next of kin of casualties are being informed as soon as possible.

6 NOVEMBER

U. S. Pacific Fleet Communique No. 176

Catching the enemy apparently by surprise, carrier-based Hellcat fighters, Avenger torpedo planes and Helldiver dive-bombers of the 3d Fleet bombed airfields, shipping and ground installations in southern Luzon, on 4 November (west longtitude date). Preliminary reports show that much damage was done in Manila harbor and at five airfields in the vicinity.

Over Clark Field our fighters were intercepted by 80 enemy planes, of which 58 were shot down. Enemy air opposition became less effective during the remainder of the day, but an additional 25 enemy interceptors were shot down over other targets. Five more enemy planes were shot down in the vicinity of 3d Fleet carriers and three more were destroyed by our night fighters over Clark Field. More than 100 planes on the ground were also destroyed during the operation. Our losses have not yet been reported.

Over Manila there was only light opposition. Shipping in the harbor was heavily bombed, with preliminary reports showing the following results:

One heavy cruiser burning and left in a sinking condition from several bomb and torpedo hits.

One light cruiser damaged.

Three destroyers damaged.

Several cargo ships damaged.

One subchaser sunk (off Lubang Island).

At Clark Field oil storage areas, shops and hangars were bombed and set afire. At Batangas Field, Lipa Field, Legaspi Field and Lubang Field, ground installations were heavily damaged.

Venturas of Fleet Air Wing 4 strafed targets at Torishima, an island east of Paramushiru in the Kurils on 4 November. Eleven aggressive enemy fighters intercepted our planes and shot one of them down. Eleventh AAF Liberators bombed installations at Kurabu-Saki on the southern tip of Paramushiru and started several fires. Antiaircraft fire was moderate.

Liberators of the 7th AAF bombed two 180-foot enemy transports at Chichi Jima

in the Bonin Islands on 4 November. Results were not observed. Other Liberators hit Haha Jima on the same day. Our planes were intercepted by two enemy fighters, of which one was damaged.

Catalinas of Fleet Air Wing 1 attacked targets on Koror Island in the northern Palau Islands on 3 November. On 4 November Corsairs of the 4th Marine Aircraft Wing bombed and strafed airfields on Babelthuap Island and started fires in the northern Palau Islands. Other Corsairs of the 4th Marine Aircraft Wing strafed the airstrip on Yap island.

Ventura search planes of Fleet Air Wing 2 bombed Wake Island on 1 November. Enemy defense installations and airstrips were attacked. Antiaircraft fire damaged two Venturas, but none of our pilots or crewmen was injured. There was no enemy air opposition.

Seventh AAF Liberators attacked air defenses and enemy shipping at Marcus Island on 3 and 4 November. Two Liberators were damaged by antiaircraft fire.

Corsairs of the 4th Marine Aircraft Wing bombed Nauru on 4 November. One small explosion was observed. Enemy antiaircraft fire was intense but inaccurate. A single Catalina of Fleet Air Wing 2 attacked Nauru the night of 4 November.

Corsairs and Dauntless divebombers of the 4th Marine Aircraft Wing continued neutralization raids on the Marshall Islands on 4 November.

ROME, *Navy communique* — During the last five days Allied warships have again bombarded enemy positions near the Franco-Italian border.

On 1 November the U. S. destroyer *Benson* fired upon enemy rail transport and troop concentrations, the target area being well covered. The next day, the French cruiser *Montcalm* bombarded the enemy gun emplacements and troops, starting a large fire.

Naval support to the Army continued on 3 November when the U. S. destroyer *Woolsey* fired on large troop concentrations and obtained three direct hits.

7 NOVEMBER

U. S. Pacific Fleet Communique No. 177

1. Hellcat fighters, Avenger torpedo planes and Helldiver divebombers of the 3d Fleet on 5 November (west longitude date) continued attacks on southern Luzon which had been begun the previous day. Preliminary reports show that additional heavy damage was inflicted upon the enemy's air strength, shipping and ground installations by our airmen on the second day of the operation.

RESULTS OF CARRIER RAIDS ON LUZON

2. In addition to the 191 planes destroyed on 4 November (as previously announced in Communique 176), an additional 249 enemy aircraft were destroyed on the ground and in the air on 5 November. Many others were damaged on the ground by strafing.

A recapitulation of the number of enemy aircraft destroyed in the two-day strike totals 440, with 113 of these having been shot down in the air and 327 destroyed on the ground. The largest concentrations of enemy planes were found at Nichols Field, Clark Field, Nielson Field, Lipa Field, Tarlac Field, Bamban Field and Mabalacat Field. Figures on our own losses are not yet available.

3. Heavy damage was inflicted upon enemy ground installations during the attack on 5 November. Three oil storage areas were set ablaze at the north Clark Field; fire resulted from a tremendous explosion at the northeast Clark Field; a railway engine and five tank cars were destroyed north of Malvar.

4. Shipping in Manila harbor was again brought under aerial attack on 5 November and the following damage was inflicted on this day:

Three cargo ships sunk; one oil tanker sunk; one destroyer probably sunk; two destroyers damaged; two destroyer escorts damaged; one trawler damaged; several cargo ships damaged (making a total of 14 cargo ships damaged for the two-day strike).

5. A single Liberator of the 11th AAF bombed three small transports off the northeast coast of Onnekotan Island on 5 November. Other 11th AAF Liberators also bombed the island the same day. In a running battle with seven enemy fighters



See 3 November.

the Liberators shot down one plane and probably destroyed another. Two Liberators were damaged. A single Liberator also bombed Otomari, south of Onnekotan. Results were unobserved. Torishima, a small island east of Paramushiru, was bombed and strafed by 11th AAF Mitchells on the same day. All planes returned.

6. Liberators of the 7th AAF bombed three cargo ships and a tanker at Haha Jima in the Bonins on 5 November, but results were not observed. On the same day other Liberators bombed Ani Jima in the Bonins.

7. Corsairs and Avengers of the 2nd Marine Aircraft Wing on 5 November strafed and bombed Rota Island, the phosphate plant being the principal target.

8. Neutralization raids by Corsairs and Dauntless divebombers of the 4th Marine Aircraft Wing were continued in the Marshall Islands on 5 November.

8 NOVEMBER

U. S. Pacific Fleet Communique No. 178

Eleven enemy aircraft raided Saipan and Tinian Island shortly after midnight on 6 November (west longitude date), causing no damage or personnel causalties. Three planes were shot down by antiaircraft fire, while a fourth was probably destroyed.

Seventh AAF Liberators dropped bombs on an airfield and revetments at Iwo Jima in the Volcano Islands on 6 November. A large fire resulted and two twin-engined bombers on the ground were probably destroyed. A Navy search Liberator also bombed Iwo Jima on 5 November.

Thunderbolts of the 7th AAF attacked Pagan Island twice on 6 November, rocketing and strafing installations.

Corsairs of the 2nd Marine Aircraft Wing attacked enemy barges and small craft in the northern Palau Islands on 6 November.

Seventh AAF Liberators bombed antiaircraft gun positions and a radio station on Marcus Island on 6 November.

Navy search Venturas of Fleet Air Wing 2 bombed and strafed gun positions, airstrips and ground installations on Wake Island on 6 November. Large fires were started.

Neutralization raids were made over the Marshalls on 6 November by Corsairs of the 4th Marine Aircraft Wing.

9 NOVEMBER

ADVANCED HEADQUARTERS ON LEYTE — *Visayas:* A 1,000-ton freighter was sunk by strafing at Sabrita . . . *Mindanao:* Medium units executed a low-level attack at Cagayan, scoring hits on a destroyer in the bay . . . *Buru:* One of our fighter patrols attacked and damaged a coastal vessel . . . *Lesser Sundas:* Our medium units attacked enemy defenses at Waingapoe on Sumba Island and damaged a small freighter-transport nearby.

10 NOVEMBER

Navy Department Communique No. 553

PACIFIC AND FAR EAST

1. U. S. submarines have reported the sinking of six vessels, including one combatant ship and one naval auxiliary, as a result of operations against the enemy in these waters, as follows:

1 light cruiser
1 medium converted seaplane tender
3 medium cargo vessels
1 medium tanker

2. These actions have not been announced in any previous Navy Department communique.

U. S. Pacific Fleet Communique No. 179

On 6 November (west longitude date) Mitchells of the 11th AAF and Venturas of Fleet Air Wing 4 bombed and strafed Torishima in the northern Kurils, and attacked nine self-propelled wooden barges off the east coast of Paramushiru, two of which were seen to blow up and sink. Our aircraft were intercepted by 15 to 29 enemy fighters, three of which were shot down, one probably shot down and one damaged. One of the Mitchells was lost. On 8 November 11th AAF Liberators attacked Paramushiru, Matsuwa and Onnekotan Islands but results were not reported.

Liberators of the 7th AAF on 7 November bombed two barges at Haha Jima in the Bonin Islands with unobserved results. At Chichi Jima a direct hit was scored on a medium cargo ship. A Navy search Liberator bombed Iwo Jima in the Volcano Islands on 8 November.

Corsairs of the 2nd Marine Aircraft Wing strafed the phosphate works and airstrip at Rota Island on 7 November. Corsairs and Avengers destroyed a sugar mill on 8 November. Thunderbolts of the 7th AAF strafed supply dumps and installations on Pagan Island on 8 November.

Seventh AAF Liberators bombed Marcus Island on 8 November.

ADVANCED HEADQUARTERS ON LEYTE — Our fighters, ranging from local airdromes, executed numerous low-level bombing and strafing attacks on enemy installations and small shipping. Two barges and a coastal vessel were destroyed and several other craft damaged.

11 NOVEMBER

ADVANCED HEADQUARTERS ON LEYTE — An enemy convoy of four large cargo ships and 15 destroyers bearing troop reinforcements landed at Ormoc Bay last night. In a series of divebombing and mass flight attacks in the face of intense antiaircraft fire, our medium bombers and fighters from both local and rear bases sank three of the four enemy transports of approximately 5,000 tons each and seven of the 15 destroyers. Our fighter cover shot down 16 enemy planes over the Ormoc area and probably destroyed five others. We lost four bombers and four fighters.

Air patrols over the northern Visayas and southern Luzon sank a 2,000-ton freighter in Ragay Gulf and damaged the nearby dock. Others scored three direct hits on a 6,000-ton troop-laden transport off Mindoro, leaving it dead in the water and burning.

Borneo: Air patrols destroyed two small coastal vessels off the north coast . . . *Kendard:* Our fighters attacked and left burning two freighters of 1,000 tons each, a coastal vessel and a barge. Others strafed enemy installations near Pomelaa and damaged five schooners.

ROME, *Navy communique* — After extensive sweeping operations through thickly laid minefields, the British cruiser *Argonaut*, accompanied by other warships and a convoy, arrived at Salonika 9 November. Troops, stores and motor transport were disembarked.

On 8-9 November the French cruiser *Georges Leygues* and the U. S. destroyer *Madison* bombarded enemy guns, troop concentrations and motor transport in support of the Army near the Franco-Italian frontier.

LONDON, *Admiralty communique* — His Majesty's submarines, during recent patrols in Far Eastern waters, have sunk a total of 45 enemy vessels, including a large supply ship, one of medium size, one sub chaser and three landing craft. In addition, a supply ship of medium

size and an enemy minesweeper were probably sunk. Fourteen other supply ships were damaged.

12 NOVEMBER

U. S. Pacific Fleet Communique No. 180

Carrier-based Hellcat fighters, Avenger torpedo planes and Helldiver dive-bombers of the 3d Fleet attacked a 10-ship enemy convoy just outside Ormoc Bay on 10 November (west longitude date), destroying or probably destroying nine ships.

BLAST JAP CONVOY

The convoy, consisting of three large transports, one medium transport, five destroyers and one destroyer escort, was apparently attempting to reinforce enemy positions on Leyte Island. The damage inflicted upon the enemy consisted of the following:

One transport seen to explode and sink.
The three other transports seen to sink.
Two destroyers seen to sink.
One destroyer escort seen to sink.
One destroyer left awash, thought to have sunk.
One destroyer with bow blown off, thought to have sunk.
One destroyer damaged.

(These ships destroyed and damaged are in addition to the ones destroyed the previous day in the same general area by General MacArthur's land-based aircraft and reported previously by him.)

Approximately 20 aggressive enemy fighters furnished aerial cover for the convoy attacked by the carrier-based planes. Of these, 13 were shot down and five were probably destroyed. In addition, a two-engined reconnaissance plane and a divebomber were shot down near our carriers. Our losses were nine planes, but it is believed that most of the pilots and aircrewmen were rescued.

Catalinas of Fleet Air Wing 1 on the night of 8 November bombed ground installations at Koror Island in the northern Palau Islands. Hellcats of the 2nd Marine Aircraft Wing harassed the Arakabesan area on Babelthuap in night sorties. Corsairs of the 2nd Marine Maricraft Wing bombed Yap Island, hitting the airstrip, hangars and small craft.

Liberators of the 7th AAF on 8 November bombed antiaircraft gun positions and harbor shipping at Haha Jima in the Bonins. Other Liberators bombed Okimura town on Haha Jima, causing two large explosions near antiaircraft gun positions. A Navy search Liberator bombed Iwo Jima in the Volcano Islands, while Army Liberators strafed Kita, Iwo Jima. On 9 November 7th AAF Liberators again bombed Iwo Jima, hitting the airfield. Our planes were intercepted by from three to five enemy fighters, of which one was shot down and two damaged.

Corsairs of the 2nd Marine Aircraft Wing strafed enemy targets on Rota Island on 9 November.

A single Navy search plane on 9 November dropped bombs on the airfield and barracks at Nauru Island, while Corsairs of the 4th Marine Aircraft Wing continued to neutralize enemy-held positions in the Marshalls.

ADVANCED HEADQUARTERS ON LEYTE — Another enemy convoy attempted to reach Ormoc this morning with further troop reinforcements. Four large enemy transport vessels escorted by six destroyers, approaching under the cover of darkness, were caught by our aircraft in the morning entering Ormoc Bay.

Carrier planes of the 3d Fleet, striking in force, destroyed the entire convoy with an estimated 8,000 enemy troops aboard, only remnants reaching shore. Other enemy shipping in the Visayan area was also attacked, with full reports not yet at hand.

13 NOVEMBER

Navy Department Press Release

The submarine USS *Darter* was destroyed by her own crew in order to prevent capture by the enemy after the vessel had run aground in an area under enemy control. All officers and men were rescued unharmed and are now at an advance naval base.

U. S. Pacific Fleet Communique No. 181

Under cover of a storm during the night of 7-8 November an enemy force of approximately 200 troops equipped with knee-mortars and machine guns went ashore on Ngeregong Island northeast of Peleliu in the Palau group. This island had previously been occupied by a small patrol of U. S. marines. Several LCIs took off our patrol without casualties. Two of our gunboats and a destroyer blocked Denges Passage to the north, from which the enemy troops had apparently come, and bombarded the island.

On 9 November Corsairs and Avengers of the 2nd Marine Aircraft Wing attacked Ngesang on Babelthuap Island in the north Palaus, sinking one barge and setting fire to a fuel tank. Moderate antiaircraft fire was encountered. Hellcat fighters bombed Koror and Babelthuap. Corsairs sank a barge at Babelthuap and scored a direct hit on a radio station. Yap Island was bombed by Corsairs of the 2nd Marine Aircraft Wing.

Corsairs of the Marine Aircraft Wing on 10 November sank a Japanese destroyer previously damaged near Golou in the Palau Islands.

Liberators of the 7th AAF on 10 November bombed Koror Island, setting several small fires. Several small islands in the northern Palaus were hit by Catalinas of Fleet Air Wing 1 and Corsairs and Avengers of the 8nd Marine Aircraft Wing in night operations, and two fuel dumps were set afire.

Airfields on Peleliu Island and Angaur Island are now being used by U. S. land-based aircraft of the 2nd AAF and the 2nd Marine Aircraft Wing.

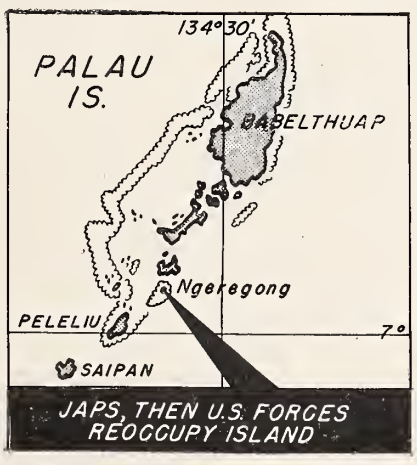
On 10 November Liberators of the 7th AAF bombed airstrips on Iwo Jima, causing large fires in storage areas. Meager antiaircraft fire was encountered. Another force of Liberators bombed the Iwo Jima airfields the next day. Three enemy fighters were seen in the air but did not attack our planes. Thunderbolts of the 7th AAF attacked Pagan Island in the Marianas without encountering resistance on 10 and 11 November. Corsairs of the 2nd Marine Aircraft Wing also attacked installations on Rota on 10 and 11 November.

On 10 November enemy-held positions in the Marshall Islands were further neutralized by Navy search Venturas of Fleet Air Wing 2 and Corsairs of the 1st Marine Aircraft Wing.

ADVANCED HEADQUARTERS ON LEYTE — Our local fighters strafed and destroyed an anchored float plane and three barges off Palompon. Carrier planes of the 3d Fleet shot down 13 enemy fighters during their last strike on shipping in Ormoc Bay.

LONDON, *Air Ministry communique* — The *Tirpitz* has been sunk. Yesterday morning 29 Lancasters of the RAF Bomber Command attacked the German battleship *Tirpitz* with 12,000-pound bombs. There were several direct hits and within a few minutes the ship capsized and sank. One of our aircraft is missing.

TIRPITZ SUNK BY R A F



See 13, 19 November.

14 NOVEMBER

U. S. Pacific Fleet Communique No. 182

Hellcat fighters, Avenger torpedo planes and Helldiver bombers from carrier task groups of the Pacific Fleet attacked enemy shipping and installations in and around Manila Bay on 12 November (west longitude date). The following damage was done to enemy shipping:

RAID MANILA BAY

One light cruiser badly damaged.
Two destroyers exploded.
An estimated 11 cargo vessels and oilers sunk or blazing.
One floating drydock hit by torpedoes.

Many docks in Manila Bay and at Cavite Navy Yard were struck. In the attack 18 of 20 intercepting enemy aircraft were shot down over Luzon and 10 others were shot down near the task groups. An estimated 130 to 140 single and twin-engined enemy planes on Legaspi, Manila and Clark airstrips were strafed. One of our surface ships was damaged.

The carrier task groups engaged in this operation were under the tactical command of Rear Admiral Frederick C. Sherman, USN.

Corsairs of the 2nd Marine Aircraft Wing strafed and bombed the northern Palau area on 11 November. One small enemy vessel was sunk. Hellcats bombed Koror, Malakal and Arakabesan, in the Palaus, on the same day. Avengers and Corsairs loosed bombs on the Yap airstrip the same day. Liberators of the 7th AAF bombed a power station at Koror on 11 November, but results were not observed.

A Navy search Liberator of Fleet Air Wing 1 dropped bombs on Iwo Jima, in the Bonins, on 11 November. Results were unobserved.

Aircraft of Fleet Air Wing 1 bombed islands in the Bonins on 13 November. A near miss was scored on a medium cargo vessel and two near misses on an escort surface craft at Chichi Jima. A few airborne enemy planes which were over Iwo Jima did not attack our planes.

LONDON, *Admiralty communique* — An enemy convoy which was attempting to make a northward passage off the coast of Norway was intercepted on the night of 12 November by ships of the Home Fleet.

The convoy and escort, which included M-class minesweepers, was engaged off Lister Fjord, south of Egersund. The attack took the enemy completely by surprise, and in the course of a brisk action nine of the 11 enemy ships were either blown up or sunk and one supply ship or escort vessel was driven ashore.

In order to carry out the attack His Majesty's ships had to steam close inshore, bringing them within range of enemy coastal batteries. The shore batteries joined in the action but none of His Majesty's ships sustained any material damage.

15 NOVEMBER

ADVANCED HEADQUARTERS ON LEYTE — Units of the 7th Division on the west coast repulsed a small enemy force attempting to land from barges at Damulaan, 14 miles south of Ormoc.

Mindanao: Air patrols to the northwest left a 4,000-ton freighter in flames from three direct hits . . . *Timor:* Patrol planes harassed minor targets on the north coast and on islands in the Banda Sea, destroying a coastal vessel.

ROME, *Navy communique*—On 12 November HMS *Kimberley* bombarded an enemy battery on the island of Alimnia, west of Rhodes, and obtained eight hits. On the same date near the Franco-Italian frontier the USS *Woolsey* engaged an enemy howitzer. There was return fire from the shore and the ship was showered with shell splinters, but sustained no casualties.

On 13 November in the same area the USS *Benson* and the French destroyer *L'Alcyon* bombarded enemy barracks and observation posts. At dawn on 14 November the British destroyers *Wheatland* and *Brocklesby* bombarded enemy shipping at Bar, between Dubrovnik and Durazzo. Several broadsides fell in the target area.

LONDON, *Admiralty communique* — A further 23 supply ships and an antisubmarine vessel have been sunk by His Majesty's submarines operating against the Japanese in Far Eastern waters.

The supply vessels were engaged on coastal traffic and in order to carry out successful attacks the submarines had in many cases to approach close to enemy-occupied territory and within range of enemy shore batteries. All the vessels were heavily laden. Many were carrying fuel and blew up.

LONDON, *Admiralty communique*—During a sweep off the Norwegian coast yesterday Wildcat aircraft operating with ships of the Home Fleet entered Trondheim Fjord and attacked two armed trawlers. One trawler was sunk and the other was set on fire and is believed to have been sunk.

16 NOVEMBER

U. S. Pacific Fleet Communique No. 183

A revision based on evidence gathered after the carrier task group attacks in the Manila Bay area on 12 November (west longitude date) raised the damage figures given in Communique 182 on Japanese ship losses.

It is known that a light cruiser was sunk; it had been reported as badly damaged. Four destroyers were sunk; two had been reported as exploded. Eleven cargo vessels and oilers were sunk; this number had been reported as sunk or blazing. There are no other revisions of any information contained in Communique 182.

On the night of 10-11 November search Liberators of Fleet Air Wing 1 bombed airplane storage areas on Iwo Jima in the Volcano Islands. Weak fighter opposition was encountered. On 12 November Navy search Liberators again bombed installations on Iwo Jima and scored near misses on a medium cargo vessel at Chichi Jima. The following day a Navy search Liberator was credited with probable hits on a small cargo ship near Iwo Jima. On 13 November a Mitchell of the 2d Marine Aircraft Wing made possible hits on a medium cargo vessel near Haha Jima.

Search Venturas of Fleet Air Wing 1 bombed installations on the Yap airstrip on the night of 10-11 November, meeting meager antiaircraft fire. On 12 November Corsairs and Hellcats of the 2d Marine Aircraft Wing, with Navy search Liberators of Fleet Air Wing 1 bombed and destroyed warehouses and vehicles on Japanese bases in the northern Palau Islands. Corsairs of the 2nd Marine Aircraft Wing struck the airstrip on Yap on the same day.

Strafing corsairs of the 2d Marine Aircraft Wing sank several barges and small craft on 13 November in the northern Palaus and Yap areas and struck the airstrip on Yap, and Liberators of the 7th AAF pounded docks and a radio station on Arakabesan. Hellcats of the 2d Marine Aircraft Wing made harassing attacks on Japanese bases in the Palaus on the night of 13 November.

On 13 November bombers of the 7th AAF and Navy search Liberators struck the airstrip and installations on Woleai, in the western Carolines.

Avengers and Corsairs of the 2d Marine Aircraft Wing bombed Rota, in the Marianas, on 12-13 November. Thunderbolts of the 7th AAF hit Pagan on 13 November.

Continuing neutralization raids were made in the Marshalls on 11 November. Corsairs of the 4th Marine Aircraft Wing and a Navy search Ventura of Fleet Air Wing 2 bombed Jaluit on the same day. Nine fires were seen. Dauntless dive-bombers of the 4th Marine Aircraft Wing attacked installations on Mille on 11 November.

ADVANCED HEADQUARTERS ON LEYTE—*Visayas:* Air patrols over water to the north sank a Japanese gunboat and two fuel barges . . . *Borneo:* Air patrols damaged two 2,000-ton enemy cargo vessels . . . *Ceram-Amboina:* Several small craft were destroyed, . . . *Netherlands New Guinea:* Our ground forces have landed in the Mapia Islands, 145 miles southwest of Biak. Only slight resistance was encountered. Landing was supported by naval bombardment and earlier heavy bombing attacks, which caused large fires in enemy supply dumps and defense positions.

CHUNGKING, *14th AAF communique*—B-24s bombed the Kowloon docks at Hong Kong the night of 15 November, scoring direct hits on the target. They sank one enemy cargo vessel and damaged another in a convoy 100 miles south of St. John's Island.

LONDON, *Admiralty communique*—While on patrol off the coast of Norway last Monday, light coastal forces manned by personnel of the Royal Norwegian Navy, intercepted a large enemy supply ship and an armed trawler escort, which were proceeding on a northerly course about 40 miles north of Bergen. Hits with torpedoes were obtained on the supply ship and on the trawler, which are both believed to have been sunk.

17 NOVEMBER

Navy Department Communique No. 554, giving a detailed review of the Second Battle of the Philippines, appears in full on pages 2-5—ED.

ADVANCED HEADQUARTERS ON LEYTE—Our fighters bombed and strafed in the Ormoc area, sinking more than 30 barges in the harbor. . . . *Philippines:* Air patrols sank a small freighter off Panay Island and bombed Zamboanga airfield. . . . *Borneo:* Air patrols bombed Sandakan and shipping to the northwest, destroying a coastal vessel and damaging two others . . . *Halmahera:* Our air and naval patrols attacked enemy-occupied villages and sank two barges.

18 NOVEMBER

ADVANCED HEADQUARTERS ON LEYTE — *Celebes:* Air patrol planes sank or damaged five coastal vessels off Butong Island . . . *Amboina-Ceram:* Patrol planes on coastal sweeps destroyed a schooner . . . *Bismarcks - Solomons:* Light naval units bombarded shore positions.

CHUNGKING, *14th AAF communique* — Two additional freighters of 250 feet each were sunk by B-24s south of Samah Bay at the tip of Hainan Island during the night of 15 November. On the night of 16 November a large enemy freighter was probably sunk 60 miles south of Hong Kong.

19 NOVEMBER

U. S. Pacific Fleet Communique No. 184

Before dawn on 10 November (west longitude date) ships of the Pacific Fleet bombarded installations on Iwo Jima in the Volcanoes.

Several explosions were observed after the first salvos. Large fires ashore were started which could be seen by ships 35 miles away. The enemy apparently was surprised and his shore batteries replied ineffecively to our fire, causing no damage or casualties to our forces. Only one enemy plane was in the air.

On 14 November units of the 81st Army Division reoccupied Ngeregong Island in the Palaus without resistance.

The island had been occupied by an enemy force of approximately 200 men on the night of 7-8 November (reported in Communique 181) which meanwhile had been heavily attacked with bombs and gunfire.

Corsairs and Hellcats of the 2nd Marine Aircraft Wing with Navy search Liberators of Fleet Air Wing 1 bombed enemy-held islands in the northern Palaus on 14 November, destroying vehicles and barges and starting fires in ammunition dumps. Fighters of the 2d Marine Aircraft Wing pounded the airfield on Yap the same day.

Navy search Liberators of Fleet Air Wing 1 attacked Haha Jima in the Bonins and Iwo Jima in the Volcanoes on 14 November. On the next day Navy search Liberators hit Chichi Jima and Haha Jima. One coastal cargo ship was hit at Chichi Jima. Liberators of the 7th AAF on 16 November sank one medium cargo ship at Haha Jima in the Bonins and caused explosions and fires in two other cargo ships. Other Liberators of the 7th AAF the same day struck at shipping in Chichi Jima, and Navy search Liberators of Fleet Air Wing 1 bombed Okimura town on Haha Jima. Results were not observed.

From 14 to 16 November Marine units on Saipan killed 248 and captured 47 Japanese in a drive to clear the island of remnants of the enemy garrison. A number of machine guns were captured. Our losses were nine killed and 40 wounded.

Fighters of the 2d Marine Aircraft Wing blasted airfields on Yap on 16 November. Fires were started in fuel storage spaces and storage buildings in the northern Palaus.

Avengers and Corsairs of the 2d Marine Aircraft Wing hit Rota on 17 November.

Eleventh AAF Liberators on 16 November bombed Suribachi in the northern Kurils. Meager antiaircraft fire was met.

Fighters of the 7th AAF made strafing attacks on Pagan in the Marianas on 15 November.

The 4th Marine Aircraft Wing continued neutralization attacks in the Marshalls on 16 November.

ADVANCED HEADQUARTERS ON LEYTE — *Luzon:* A patrol plane off the south coast left a 3,000-ton freighter-transport in flames as a result of direct hits . . . *Visayas:* In the Palawan area patrol planes damaged a warship, three small freighters and bombed Puerto Princesa town . . .

Borneo: Our escorted heavy bombers in force flew over 800 miles to attack the enemy naval base at Brunei Bay, dropping 112 tons of bombs on shipping in the harbor. Five direct hits were scored on an enemy battleship and four on a heavy cruiser, followed in each case by explosions and fires. Our bomber air patrols bombed Sandakan and Tarakan and attacked enemy shipping off the coast. Two freighters, one of 1,000 tons and the other 3,000 tons, were sunk. Two other cargo vessels were set afire and 12 barges damaged. . . .

Manado: Our medium units bombed airdromes at Langoan while patrol planes covering the coast lines damaged three barges and destroyed a fuel-laden lugger at Kendari. Makassar air patrols attacked enemy shipping, destroying a 1,000-ton freighter, damaging two other cargo vessels and two barges . . . *Halmahera:* Light naval units at night sank eight enemy supply barges.

20 NOVEMBER

Navy Department Communique No. 555

1. The following vessels of the Southwest Pacific force have been lost as the result of enemy action or the perils of the sea in the Philippine area, but not in the battles of 24-25 October:

The destroyer USS *Abner Read*, the destroyer escort USS *Eversole*, *YMS 70* (a minesweeper), *PTs 320* and *321*, fleet tug *Sonoma*, *LCI 1065*.

2. The following vessels of the Southwest Pacific force have been lost in the New Guinea area as the result of enemy action or the perils of the sea:

The destroyer escort USS *Shelton*, *PTs 368* and *371*.

3. The next of kin of casualties have been notified.

U. S. Pacific Fleet Communique No. 185

Aircraft from a carrier task force under the tactical command of Vice Admiral J. S. McCain, USN, struck at shipping and airfields in and around Manila on 18 November (west longitude date). Incomplete reports show that two large cargo ships and one large oiler were burned in Manila harbor and about 100 enemy planes were destroyed on the ground. Light fighter opposition was met over the target and 10 Japanese aircraft were shot down. Our fighters destroyed eight additional attacking planes near our carriers.

Fighter planes of the 2d Marine Aircraft Wing hit a fuel dump and other storage areas on Babelthuap in the Palaus and sank two enemy barges in water around this island on 17 November. On the same day Catalinas of Fleet Air Wing 1 bombed the town of Koror. Fighters of the 2d Marine Aircraft Wing pounded the runways on Yap airfield.

On 18 November strafing and bombing attacks were made by planes of Fleet Air Wing 1 on barges near Kita, Iwo Jima in the Bonins. Unaggressive attacks were made on our planes by five enemy fighters.

Liberators of the 11th AAF on 18 November bombed targets in Suribachi in the northern Kurils. Intense antiaircraft fire were encountered.

Second Marine Aircraft Wing Fighters attacked the phosphate plant on Rota in the Marianas on 18 November.

Fighters of the 4th Marine Aircraft Wing encountered intense antiaircraft fire in bombing attacks on the power plant and other installations on Nauru on 18 November. An explosion was observed near the power station.

DECORATIONS AND CITATIONS

For reasons of security, the deed for which a man receives a decoration often cannot be fully described either in this section or in the actual citation which he receives. There may accordingly be reports here which do not tell the whole story.

Unit Citation Awarded To Three Submarines And a Destroyer Escort

Three submarines and a DE have recently received the Presidential Unit Citation—the USS *Sand Lance*, USS *Harder* and USS *Seahorse* for outstanding performance against enemy surface forces in Japanese-controlled waters, and the USS *England* for destroying six enemy ships in 12 days.

The *Sand Lance* was cited for sinking a Jap cruiser and destroying or severely damaging thousands of tons of enemy shipping. Operating far from her home base, she skillfully evaded hostile escorts and air patrols, and tracked her targets doggedly under the most dangerous and difficult weather conditions.

Resolute and daring in combat, the *Harder* struck wherever the enemy could be found, sinking or damaging many thousands of tons of hostile shipping.

The *Seahorse* employed highly aggressive tactics in inflicting extensive damage on Japanese combatant units and heavily escorted convoys. Her accurate torpedo fire sank an exceptionally large amount of enemy shipping and damaged other vessels.

The *England*, skillfully coordinating her attacks with other vessels and with cooperating aircraft between 19 and 31 May 1944, dealt her devastating blows to enemy operations during a particularly crucial period and disrupted attempts by the enemy to evacuate key units. By this heavy loss to the enemy, she contributed substantially to the advance of the fleet in the occupation and seizure of additional enemy-held territory.



Official U. S. Navy photograph

FRENCH HONOR U. S. OFFICERS: Vice Admiral Frederick J. Horne, USN, right, Vice Chief of Naval Operations, receives Order of the Legion d'Honneur (rank of commander) from Vice Admiral Raymond Fenard, chief of the French Naval Mission to the U. S. This decoration, one of France's highest, also was awarded recently to Rear Admirals Wilson Brown, USN, naval aide to the President; Milo F. Draemel, USN, commandant of the 4th Naval District; William S. Farber, USN, Sub-Chief of Naval Operations; William B. Young, (SC) USN, Chief of BuS&A; Edward J. Marquart, USN (Ret), former commandant of the 3d Naval District; Robert A. Theobald, USN (Ret), commandant of the 1st Naval District, and Commodore Vance D. Chapline, USN, in the rank of Officier; and Capts. Oswald S. Colclough, USN, and Cuthbert A. Griffiths, USN, in the rank of Chevalier.



Gold Star in Lieu of Second

NAVY CROSS

★ Comdr. John A. Tyree Jr., USN, Purcellville, Va.: As commanding officer of a submarine in the Pacific war area, he destroyed a large armed passenger-freighter. Taking advantage of every favorable attack opportunity, he succeeded in sinking an important amount of hostile shipping.

★ Lt. Comdr. Allen L. Seaman, USNR, Madison, Conn. (missing in action): Piloting a patrol plane in the Pacific area from 1 Nov. 1943 to 24 March 1944, he flew repeatedly over enemy waters and strongly fortified bases to deliver devastating attacks against Japanese aircraft, ships, barges and land installations, returning safely on each occasion. On 11 November he made a low-altitude bombing and strafing attack on Kepingamarangi Island and destroyed three float-plane fighters and a fuel dump, probably destroyed a fourth plane and damaged a fifth.



NAVY CROSS

★ Comdr. John D. Crowley, USN, Springfield, Mass.: As commanding officer of a submarine during its first war patrol in Japanese-controlled waters, he was aggressive and determined in tracking the enemy. His daring attacks inflicted a loss of thousands of tons of valuable Japanese shipping sunk or damaged.

★ Lt. Comdr. John B. Rowe, (MC) USN, Milford, Mich.: Serving in the USS *Liscome Bay* when it was sunk on 24 Nov. 1943, he displayed great courage and zeal in treating and evacuating wounded personnel from the ship. After getting in the water he continued his efforts to save personnel, in one instance attempting artificial respiration. Through his efforts numerous men were saved from certain death.

40th CB Honored by Army For Work Under Jap Fire

For clearing and repairing an airstrip under fire on Los Negros Island last 2 March, the 40th Construction Battalion has been awarded the Army's Distinguished Unit Badge (comparable to the Navy's Presidential Unit Citation).

The Seabees landed while the area was still under enemy fire and began work. It became commonplace for the operators to be fired upon by snipers, and for the operators to return the fire while continuing their work. When it became necessary to clear fire lanes into the jungle to permit concentration of automatic-weapons fire, the bulldozer operators cut the required lanes in superb disregard of enemy fire.

After working most of the day and night, small parties of Seabee personnel still found time during their few hours of leisure to rout out small bands of the enemy, to locate and report pillboxes and otherwise carry the offensive to the Japanese positions. Their fighting spirit created an immediate resurgence of the offensive spirit in weary Army troops.

★ Lieut. Clarence H. Black, USNR, Houston, Tex.: While attached to Assault Force "U" during the invasion of France, he fearlessly exposed himself to incessant artillery fire after his executive officer was killed and all personnel ordered to take cover, in order to direct the incoming assault waves to successful landings. By his courageous actions he made possible the beaching of 27 waves of assault craft.

★ Lieut. Robert A. Morris, USNR, Farmland, Ind.: As commander of a landing craft flotilla which spearheaded the assault on Normandy, he fearlessly led his wave into the beach under intense fire through uncleared obstacles. Although the craft in which he was stationed was hit repeatedly by 88-mm. shells and machine-gun fire and several of the personnel on board were killed, he pressed his attack relentlessly.

★ Lt. (jg) George P. Brown, USNR, Rochester, N. Y. (missing in action): As a leader of a torpedo plane division attached to the USS *Belleau Wood* in the vicinity of the Marianas on 20 June 1944, he dove through terrific fire of Japanese ships to a perilously low altitude and scored a direct hit on an enemy carrier. He drew the anti-aircraft fire to his own plane in order

NAVY CROSS AWARDS

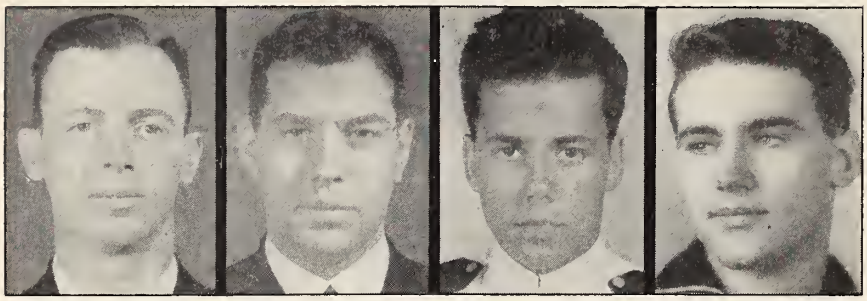


John D. Crowley
Comdr., USN

John A. Tyree Jr.
Comdr., USN

Roy M. Davenport
Lt. Comdr., USN

John B. Rowe
Lt. Comdr., (MC)
USN



Clarence H. Black
Lieut., USNR

Robert A. Morris
Lieut., USNR

George P. Brown
Lt. (jg), USNR

Charles W. Savitz
AM2c, USN

Photograph not available of James W. Daugherty, CWT, USNR. Photograph of Lt. Comdr. Allen L. Seaman, USN, appeared with report of his first Navy Cross citation in November issue of the INFORMATION BULLETIN, p. 58. Reports of citations of Lt. Comdr. Davenport and Aviation Metalsmith Savitz appeared in November issue, pp. 57 and 59.

NAVY CROSS cont.

that the other two craft in his division might score the final devastating hits, thereby contributing in large measure to the sinking of the carrier.

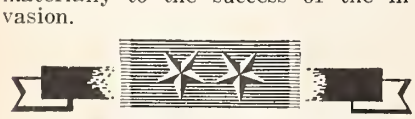
★ James W. Daugherty, CWT, USNR, Bokoshe, Okla.: When an enemy bomb severely damaged his ship during the Sicilian campaign, he heard the cries of men who were trapped in the after fireroom. He went to the aid of his helpless comrades and cut away a blackout device, entered the fast flooding, steam-filled compartment and assisted the imprisoned crew members to safety.



Gold Star in Lieu of Second

DISTINGUISHED SERVICE MEDAL

★ Rear Admiral Lyal A. Davidson, USN, Washington, D. C.: As the commander of a naval task force during the invasion of Southern France, he exercised sound judgment and tactical ability in disposing of his ships to execute and cover the landings. He directed the gunfire support of the advancing troops in coordination with the aerial bombing and contributed materially to the success of the invasion.



Gold Star in Lieu of Third

LEGION OF MERIT

★ Capt. William R. Smedberg III, USN, Arlington, Va.: As chief of staff and operations officer of a task force and commander of a cruiser division in the Marianas from 15 June to 10 Aug. 1944, he contributed materially to the damage inflicted upon the Japanese during the initial landings and supporting bombardments of Saipan, Tinian and Guam, and during the Battle of the Philippine Sea.



Gold Star In Lieu of Second

LEGION OF MERIT

★ Capt. Dashiell L. Madeira, USN, Tampa, Fla.: As commander of the Destroyer-Destroyer Escort Shakedown Group, Fleet Operational Training Command, Atlantic Fleet, from November 1943 until September 1944, he handled his assignment with such skill that every vessel trained under his command reported for operational duty as a finished product, completely qualified to perform its combat mission.

★ Capt. James M. Steele, USN, Marlin, Tex.: As a war plans officer on the staff of CincPac from 31 March 1942 to 9 Jan. 1944, he contributed materially to the prosecution of the war during this vitally important period by his high quality of judgment and initiative.

★ Capt. Charles Wellborn, Jr., USN, Los Angeles, Calif.: As commander of three destroyer squadrons during the amphibious assault on Italy, he rendered invaluable service during the covering of approach and the initial landings in the face of intense opposition. His brilliant leadership and sound judgment enabled our forces to steer their courses to the assigned beaches, and contributed to the success of the invasion.

★ Lt. Comdr. John McWhorter, USNR, Berkeley, Calif.: As commanding officer of a destroyer escort during July 1944 in the Atlantic, he located an enemy ship and made an extremely accurate attack which destroyed the vessel.



LEGION OF MERIT

★ Rear Admiral Walter S. De Lany, USN, Washington, D. C.: As assistant chief of staff and operations officer on the staff of CincPac from 1 Feb. 1941 to 23 June 1942, he displayed the highest qualities of judgment and initiative, thereby contributing materially in the prosecution of the war against Japan.

★ Rear Admiral Calvin T. Durgin, USN, Palmyra, N. J.: As commander of a major task group during the amphibious invasion of southern France, he exhibited marked skill and extreme energy in providing for carrier-based air support during the assault landings. His aggressive leadership contributed materially to the early establishment of the beachhead and the rapid advance of the occupying forces.

★ Rear Admiral Lynde D. McCormick, USN, Berryville, Va.: As war plans officer on the staff of CincPac from 1 Feb. 1941 to 14 Jan. 1943, he displayed the highest judgment and initiative, thereby contributing materially to the prosecution of the war against Japan.

★ Rear Admiral Don P. Moon, USN, Kokomo, Ind. (posthumously): As commander of a naval task force prior to the landing in Normandy, he worked tirelessly to develop sound and complete plans for the execution of the assault. His ability and leadership contributed in large measure to the success of our forces in this strategic operation.

★ Commodore William A. Sullivan, USN, Baltimore, Md.: As Commander Salvage Force, North African Waters, and faced with the demolition and blockade of important captured ports in North Africa, Sicily and Southern France, he displayed tireless energy and expert technical knowledge in restoring to marine service the harbors of Bizerte, Palermo and Naples.

★ Commodore (then Capt.) Humbert W. Ziroli, USN, New York, N. Y.: As commanding officer of the USS *Brooklyn* during the Sicilian campaign, he operated under persistent bombing attacks and well within range of enemy shore artillery in close support of the 3d Division. Gunfire of his vessel destroyed several positions and shore batteries and contributed in large measure to the success of our forces.

★ Capt. Charles Allen, USN, Annapolis, Md.; Comdr. Harold Biesemeier, USN, Modesto, Calif.; Comdr. William A. Fly, USN, Summit, Miss., and Comdr. Beverly A. Hartt, USN, Portsmouth, Va.: As commanding officers of U. S. vessels during the invasion of Sicily, they gallantly fought their ships through repeated bombing attacks and effected the landing of embarked troops and equipment with

marked efficiency. Upon completion of these operations, they skillfully retired from the combat area without damage to their vessels.

★ Capt. (then Comdr.) Thomas H. Binford, USN, Aberdeen, Miss.: As commander of Destroyer Division 58 during the Java Sea campaign, he worked in close liaison with the Dutch commander of the Allied striking force. Although hampered by inadequate maintenance and communications facilities, he contributed materially to the destruction of Japanese surface forces without loss to his own command.

★ Capt. Edward W. Clexton, USN, Arlington, Va.: As material officer on the staff of Commander Air Force, Atlantic Fleet, from March 1941 until July 1944, he organized and supervised the equipping, overhaul, repair, procurement and assignment of aircraft and aircraft material for all squadrons and other units. He also was responsible for equipping and installing military changes in the planes of many carrier air groups destined for the Pacific.

★ Capt. John P. Cromwell, USN, Henry, Ill. (missing in action): As commander of Submarine Division 43 from October 1943 to March 1944, he handled the varied and complex details of his assignment with skill and initiative. Under his leadership his vessels completed eight war patrols and sank many tons of enemy shipping.

★ Capt. Ranson K. Davis, USN, Gainsville, Fla.: As chief of staff to a naval task force commander during the invasion of Sicily, he skillfully assisted in the planning and subsequent execution of landings at Terranova, Sardinia and Brolo, thereby contributing materially to the rapid advance of the 7th Army toward Messina.

★ Capt. Stephen R. Edson, (SC) USN, Chevy Chase, Md.: As supply officer on the staff of Commander U. S. Naval Forces, Northwest African Waters, during the Sicilian and Italian campaigns, he arranged many complex details of organization and administration so that effective logistic support could be adequately provided.

★ Capt. Marshall R. Greer, USN, Scranton, Pa.: As commander of an escort carrier task group operating in the Atlantic from May to October 1943, he carried out his duties so successfully that no vessels were lost in the convoys escorted by his task group.

★ Capt. John P. Heath, USN, Camden, S. C.: As force aviator of the Western Naval Task Force, he coordinated the operations of sea and air forces during the invasion of France and thereby contributed greatly to the success of the operation.

★ Capt. Francis M. Hughes, USN, Selma, Ala.: As commanding officer of the USS *Block Island* and commander of an Atlantic Fleet antisubmarine task group, he achieved outstanding success in combined air and surface operations against enemy U-boats. The aggressiveness of the attacking units and the close cooperation between all units resulted in the destruction of more enemy subs than were sunk by any other similarly engaged task group during the same period.

★ Capt. Benjamin B. C. Lovett, USN, Baltimore, Md.: As air officer on the staff of Commander 7th Amphibious Force, he assisted in the preparation of plans for numerous vital combat operations in strategic war areas. He effectively coordinated the various forces involved and contributed materially to the success of task force operations.



Capt. Lovett

★ Capt. Charles J. Moore, USN, Decatur, Ill.: As chief of staff to the Commander 5th Fleet from August 1943 to September 1944, he supervised the meticulous planning of operations and directed the intricate details of their execution in the Gilbert, Marshall and Marianas Islands. He contributed to their capture and to the decisive defeat of major Japanese fleet units in the Battle of the Philippine Sea.

★ Capt. John E. Reinburg Jr., USN, Cautillo, Tex.: As commanding officer of the Naval Advanced Amphibious Base, Dartmouth, Devon, he exhibited outstanding skill in supervising the operations, training, maintenance and logistical support and finally the combat loading of all landing ships attached to his base. As a result, all ships were ready and departed on time for the successful invasion of Normandy.

★ Capt. John B. Rooney, USN, Newport, R. I.: As commander of a destroyer division during the Sicilian campaign, he directed his ships in carrying out vital screening and shore bombardment missions. On the night of 3-4 August he led a task group in an attack against a hostile convoy off the Lipari Islands in which an F-lighter and an E-boat were sunk.

★ Capt. Giles E. Short, USN, Washington, D. C.: As commander of the first escort carrier task group to operate in the Atlantic, from April to June 1943, he displayed such skill and efficiency that no vessel was lost from the convoys escorted by his task group.

★ Capt. Samuel R. Shumaker, USN, Washington, D. C. (posthumously): As commanding officer of the USS *New Orleans* in the Solomons from 24 July 1943 to 7 April 1944, he skillfully directed the operations of his vessel in numerous vital missions during this period of intense activity and contributed in large measure to the success of our forces.

★ Capt. Harry R. Thurber, USN, Hoquiam, Wash.: As operations officer on the staff of Commander, South Pacific Area and South Pacific Force, from 24 Dec. 1942 to 24 Nov. 1943, he meticulously planned, organized and coordinated activities of the various units in the area, contributing materially to the success of our forces.

★ Capt. Charles Wellborn Jr., USN, Los Angeles, Calif.: As commander of a destroyer squadron during the invasion of Sicily, he organized and coordinated the activities of port security, minesweeping, convoy, routing, salvage and gunfire support for the 7th Army in the Palermo area. He commanded the amphibious landing in darkness behind the enemy lines at Terranova with resourcefulness and extraordinary ability.

★ Capt. Timothy F. Wellings, USN, East Boston, Mass.: As training and gunnery officer of the Western Naval Task Force during the invasion of Normandy, he planned the training phases of the actual assault and contributed to the success of the landing and operations as a whole.

★ Capt. Charles J. Wheeler, USN, Mobile, Ala.: As commanding officer of a warship in the Central and South Pacific areas from 1 Sept. 1943 to 23 June 1944, he maintained his ship at the highest point of efficiency at all times and contributed to the combat readiness of his command through numerous engagements and campaigns during this important period.



Capt. Wheeler

★ Comdr. James H. Barnard, USNR, New York, N. Y.: While serving as assistant force surgeon on the staff of Commander 7th Amphibious Force, he assisted in the preparation of medical plans for the Woodlark-Kiriwina, Lae, Finschhafen, Arawe, Cape Gloucester, Saidor, Admiralty Islands, Hollandia - Tanahmerah - Aitape, Wakde and Biak operations. He personally supervised and assisted in caring for the sick and wounded while subjected to enemy fire.

★ Comdr. John W. Bays, USN, Culver, Ind.: As force operations officer of the Western Naval Task Force, he displayed outstanding professional skill during the planning and training phases and the amphibious assault landing of the 1st U. S. Army in Normandy. His tireless devotion to duty contributed immeasurably to the success of the Normandy campaign.

★ Comdr. Julian M. Boit, USNR, Charlottsville, Va.: As flag secretary on the staff of Commander Amphibious Force, Atlantic Fleet, and on the staff of Commander U. S. Naval Forces, Northwest African Waters, during the invasions of French Morocco, Sicily and Italy, he organized the records and correspondence and developed procedures which resulted in the efficient administration of a rapidly growing force.

★ Comdr. Liles W. Creighton, USN, Houlton, Me.: As commanding officer of the USS *Ludlow* while it was operating off the north coast of Sicily from 1 to 18 Aug. 1943, he fought his ship skillfully and inflicted severe losses on enemy aircraft during frequent air attacks, bringing the *Ludlow* through without serious damage. His vigorous and effective shore bombardments in support of Army forces contributed in large measure to the success of our forces.

★ Comdr. Charles H. Crichton, USN, Loveland, Colo.: While commanding a destroyer, he established contact with a Japanese submarine and skillfully dropped a depth-charge pattern which probably inflicted serious damage to the sub. In conjunction with another

vessel, he so coordinated the action as to probably destroy the enemy vessel.

★ Comdr. Frederick D. Kime, USN, Kane, Pa.: As force communications officer of the Western Naval Task Force during the amphibious landing in Normandy, he coordinated all communication activities so that all commanders were able to communicate with the echelons above and below them. He contributed immeasurably to the success of the amphibious landing and the Normandy campaign.

★ Comdr. Reginald R. McCracken, USN, Albia, Iowa: While on the staff of Commander Fleet Air Wing 4 during the Aleutian Islands campaign, he prepared search and patrol plans preliminary to the recapture of Attu and Kiska and directed details of their execution. His sound judgment and counsel contributed greatly to the successful operations of the wing.

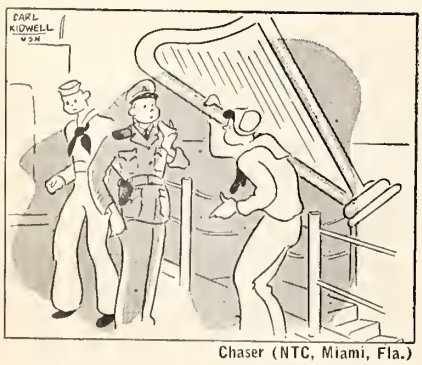
★ Comdr. Edward S. Pearce, USN, Chicago, Ill.: Attached to the staff of the Commander, South Pacific Area and South Pacific Force from 16 July 1942 to 22 Nov. 1943, he skillfully trained a section of specialized commissioned and enlisted personnel which was a vital factor in the successful prosecution of the war in the Solomons area.

★ Comdr. (then Lt. Comdr.) Russell C. Williams, USN, Richmond, Va.: As commanding officer of the USS *Trippe* during operations off the north coast of Sicily from 26 July to 20 August 1943, he engaged in escort duties for the Allied convoys and amphibious operations and brought the *Trippe* through without serious damage. He directed shore bombardments in support of Army forces for three amphibious landings behind enemy lines.

★ Lt. Comdr. Samuel C. Bartlett Jr., USNR, Brookline, Mass.: His services from 8 March 1942 to 30 June 1944 were an important contribution to the successful operations of the 7th Fleet against the enemy.

★ Lt. Comdr. Charles W. Brewer, USN, Tulsa, Okla. (missing in action): He commanded an aircraft squadron from March to December 1943 which attacked and sank several enemy ships, thereby contributing to our success in the campaign against the enemy.

★ Lt. Comdr. John L. Maloney, USNR, Staten Island, N. Y.: As commanding officer of the USS *Strive* during the Sicilian campaign, he went to the assistance of one of our destroyers which had been damaged by enemy bombers. He maneuvered the *Strive* alongside despite continual threats of air and submarine attack and skillfully controlled the flooding while towing the damaged vessel into Palermo harbor.



Chaser (NTC, Miami, Fla.)

"But sir, the skipper said we could bring our musical instruments aboard."



Official U. S. Navy photograph

BRAZIL HONORS TRANSPORT SKIPPER: Comdr. Paul S. Maguire, USNR, commanding officer of the U. S. Navy transport which bore the Brazilian Expeditionary Force to Italy, receives the Brazilian Order of Military Merit from Gen. Enrice G. Dutra, Brazilian minister of war. In the center is Rear Admiral Jose M. Neiva of the Brazilian Navy. Commander Maguire is the first naval officer to receive this decoration. In the foreground is the silver serving dish presented to the transport by General Dutra.

★ Lt. Comdr. John H. McWhorter, USNR, Berkeley, Calif.: As commanding officer of a destroyer escort during June 1944, he sighted and attacked an enemy ship and assisted in destroying it with accurate and effective gunfire.

★ Lt. Comdr. Francis C. Pollard, USCG (Ret), Balboa Island, Calif.: As commanding officer of the USCGC *Northland* in June 1942, he contacted a U-boat and maneuvered for action. Although handicapped by inadequate equipment and a limited number of depth charges, the *Northland* delivered two vigorous attacks which probably destroyed the submarine.

★ Lieut. Paul A. Alfieri, USNR, Bronx, N. Y.: During the invasion of Sicily in July 1943, he displayed remarkable skill, keen initiative and untiring energy in making available information of great value in planning future operations. He contributed in large measure to the success of our invasion forces.

★ Lieut. George M. Caldwell (MC) USNR, White Sulphur Springs, W. Va.: When all light and ventilation were lost aboard his ship by a bomb hit during the Sicilian campaign, he administered medical attention to the injured with calmness and resourcefulness. He was responsible for keeping the loss of life to a minimum through his judgment and professional skill.

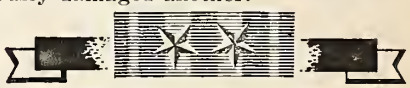
★ Lt. (jg) Frank Ammons, USNR, Elkhart, Ind.: He was commanding officer of the *LCT 452* during the invasion of Sicily when his craft, carrying a cargo of high explosives and inflammable material, was suddenly attacked by a low-flying enemy plane. He fought his ship so skillfully that the plane was destroyed.

★ Lt. (jg) Francis M. Borcyckowski, USN, Lyndon Station, Wis.: When an enemy bomb inflicted severe damage on his ship during the Sicilian campaign, he coolly entered the flooded, steam-filled engine room, surveyed the extent and nature of the damage and then quickly proceeded with control measures.

★ Lt. (jg) Robert D. Frey, USNR, St. Louis, Mo.: He was serving aboard the USS *Mayrant* during an enemy air raid on the harbor of Palermo, Sicily, on 1 Aug. 1943, when bomb hits close to the destroyer exploded ammunition. He steadfastly remained at his station and continued to direct the fire of his battery, probably damaging or destroying one or more of the hostile planes.

★ Lt. (jg) Hugh B. Hughes (SC), USN, Eastport, Md. (posthumously); As assistant to the force supply officer of a major naval task force during the campaigns against French Morocco, Sicily and Italy, he rendered invaluable service in connection with the supply of large naval forces throughout a period of more than a year.

★ Chief Gunner Fay M. Lightner, USN, Mountain Grove, Va.: As battery control officer and rangekeeper operator aboard the USS *Mayrant* when she was attacked by enemy planes on 26 July 1943, he obtained a rangekeeper solution within 20 seconds after the sighting of enemy planes and directed the guns under his control in fighting off the attacking aircraft. At the height of the engagement, when the gunnery officer was wounded and unconscious, he assumed control of the main battery and shot down one plane and seriously damaged another.



Gold Star in Lieu of Third

SILVER STAR MEDAL

★ Comdr. (then Lt. Comdr.) Donald J. MacDonald, USN, New York, N. Y.: As commanding officer of the USS *O'Bannon*, he was assigned the hazardous task of intercepting and preventing the Japanese from evacuating their beleaguered troops from the Vella Lavella area on the night of 6-7 Oct. 1943. He closed to 7,000 yards and engaged nine enemy ships with a devastating torpedo and gunfire attack. He contributed in large measure to the sinking and damaging of several Japanese vessels, and rescued the survivors from a severely damaged vessel of his squadron.



Gold Star in Lieu of Second

SILVER STAR MEDAL

★ Comdr. Brooks J. Harral, USN, Canandaigua, N. Y.: While commanding officer of a submarine from 11 Dec. 1943 to 12 Jan. 1944, he maneuvered his vessel into position and succeeded in sinking two enemy ships totaling 17,906 tons and in damaging one vessel of 10,800 tons.

★ Comdr. (then Lt. Comdr.) George E. Peckham, USN, Cresco, Iowa: As

commanding officer of the USS *Selfridge*, he sought out and engaged nine Japanese ships that were attempting to evacuate beleaguered troops from the Vella Lavella area on the night of 6-7 Oct. 1943. When the other two vessels of his squadron were severely damaged and compelled to withdraw, he continued fighting his ship until the enemy was repulsed. He greatly contributed to the sinking of one or more hostile ships and the damaging of three others.

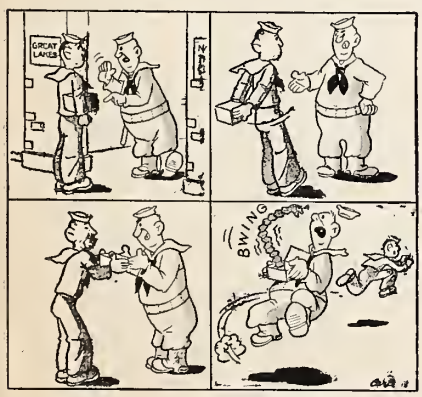
SILVER STAR MEDAL

★ Capt. (then Comdr.) Thomas H. Binford, USN, Aberdeen, Miss.: Commanding Destroyer Division 58 during the Battle of the Java Sea, he fought his ships boldly, going in unsupported to deliver a successful torpedo attack against two hostile heavy cruisers and seven light cruisers. He forced the Japanese to break off the attack, thereby enabling the Allied ships to regain their battle formation.

★ Capt. (then Lt. Comdr.) Edward N. Parker, USN, Bellefonte, Pa.: As commander of Destroyer Division 59 and in command of the second section of Destroyer Division 58 during the Battle of the Java Sea, he was courageous and daring in the face of severe enemy fire. He delivered a successful torpedo attack against two Japanese heavy cruisers and seven light cruisers, forcing the Japs to break off the attack and enabling the Allied ships to regain their battle formation.

★ Comdr. Homer F. McGee, USN, Westwego, La.: As commander of a task group of LCIs during assaults on Lae and Finschhafen, he skillfully maneuvered his ships toward their objectives and, while planes bombed and strafed his forces and machine guns and mortars blasted them from the beaches, he fearlessly beached and unloaded his vessels. Although several of his craft were damaged, he completed his mission and withdrew on schedule.

★ Comdr. Charles O. Triebel, USN, Peoria, Ill.: As commanding officer of a submarine during a successful war patrol in the Pacific, he pressed home a series of skillful attacks which resulted in the sinking of an important amount of hostile shipping and the damaging of a motor-driven cargo vessel. He also struck at a heavily escorted convoy and sank a large Japanese transport.



Bulletin (NTC, Great Lakes)

★ Lt. Comdr. Jack E. Gibson, USN, Pontiac, Mich.: As patrol leader of a motor torpedo boat flotilla in the South Pacific from 23 August to 14 Oct. 1943, he directed the operations of his boats with great tactical skill. On the night of 13-14 October his patrol was persistently bombed and strafed for seven hours, but his boats avoided damage and casualties and shot down an enemy plane and captured its pilot.

★ Lieut. Jack M. Bristow, USNR, Norfolk, Va.: As commanding officer of an LCT(5) at Arawe, New Britain, on 16 and 17 Dec. 1943, he skillfully maneuvered his ship during a Japanese aerial attack and assisted other vessels in sending up heavy volumes of antiaircraft fire against the attackers. When the commander of his LCT group became incapacitated, he assumed command and directed the departure and return to base.


Lieut. Bristow

★ Lieut. Donald E. Craggs, USNR, Norwalk, Calif.: As assistant engineer officer of the USS *Mayrant* when it was damaged by a bomb which landed close aboard off Palermo, Sicily, on 26 July 1943, he promptly entered the flooded forward fire room, from which live steam was pouring, and carried a seriously wounded comrade to safety. He then organized and directed the repair of pumps and their operation until the flooding of the compartment was under control.

★ Lieut. James W. Liddell, Jr., USNR, Evanston, Ill.: As navigator and assistant approach officer of a submarine during its first war patrol, he expertly navigated his ship through confined Japanese-controlled waters. He contributed in large measure to the success of his vessel in destroying an enemy ship in each of several attacks and in damaging two others in heavily escorted convoys.

★ Lieut. Richard K. Margetts, USN, San Diego, Calif.: As commander of a division of assault boats during the invasion of Italy, he effected the landing of the initial assault-boat waves against strong enemy fire from beach defenses. Later he went to the assistance of a boat group attempting to land on an adjacent beach and delivered concentrated rocket fire which cleared the way for the landing. He then assisted in the rescue of personnel from a stranded landing craft which was under enemy fire.

★ Lieut. Cyrus R. Taylor, USNR, Mt. Vernon, N. Y. (posthumously): When his PT-boat was bombed by an enemy float plane while patrolling with another torpedo boat on 13 March 1944, he directed highly effective evasive tactics and enabled his crew to destroy the Jap plane and bring the torpedo boat through without casualties among personnel or damage to the vessel.

★ Lieut. Peter L. Vander Jagt, USNR, Grand Rapids, Mich.: As boat division officer during the invasion of Lae and Finschhafen, he personally led the assault waves of landing craft from his ship to the beach and, despite bitter enemy machine-gun and mortar fire, made each landing on schedule at the designated points without the loss of a single craft or use of navigational aids or markers.

★ Lt. (jg) Leonard J. Mason, Jr., USNR, Millbrook, N. Y. (missing in action): As pilot of a torpedo plane, he participated in a strike against warships of the Japanese fleet off the Marianas on 20 June 1944. Flying through intense antiaircraft fire, he pressed to within point-blank range of his targets in a vigorous attack which resulted in three torpedo hits and four possible hits being scored on the enemy warships.

★ Ens. Frederick N. Moses Jr., USNR, Hermosa Beach, Calif. (posthumously): As commanding officer of the *LCT (6) 540* during the invasion of France, he maneuvered his ship skillfully through hazardous waters and remained at the control station in the face of point-blank artillery fire. Despite numerous hits on the vessel and casualties among personnel, he successfully beached his craft before he himself was mortally wounded.

★ Fred W. Witter, CTM, USNR, Harrison, Me.: As chief of the boat during the war patrol of a submarine, he skillfully aided in maintaining the efficiency of the control room during diving and maneuvering. His enthusiasm was an inspiration to the crew under trying battle conditions.


Witter, CTM

★ Edward K. Johnakin, BM1c, USN, Norfolk, Va.: During the invasion of Normandy he directed and assisted in taking his unit's equipment ashore, then returned to his ship with a rubber boat and moved a number of burned soldiers ashore by having them cling to the boat as it was towed ashore under enemy fire. Later he led a volunteer group which returned to the abandoned landing ship and recovered the balance of his unit's equipment and gear.

★ Michael Kruk, MM1c, USNR, Palermo, N. J.; Frederick R. Schmidt, MM1c, USNR, Norfolk, Va., and James S. Marvel, BM2c, USN, Little Creek, Del.: While serving as the crew of a lead scout boat of the support unit of an assault group during the invasion of Normandy, they maintained their advanced position for inshore traffic control in a rough and heavy sea and under extremely hazardous conditions. They also evacuated casualties from burning landing craft under heavy enemy fire and continued to render aid in the immediate assault area through the difficult period of the attack.

★ Jerold D. Dever, S1c, USN, Tacoma, Wash.: He was a member of a boat crew of the sixth wave which landed in Normandy in the face of heavy fire from enemy machine guns and light cannon. When a large percentage of disembarked troops were either killed or wounded, he braved this fire, waded through knee-deep water and single-handedly carried seven wounded soldiers into his boat.



Gold Star in Lieu of Third

DISTINGUISHED FLYING CROSS

★ Comdr. Charles W. Brewer, USN, Tulsa, Okla. (missing in action): As commander of a carrier-based fighter squadron, he led component parts of the entire air group on a bold strike against enemy merchant shipping near the Marianas on 13 June 1944. His flyers destroyed a Japanese destroyer, three escort vessels and numerous other craft.

★ Comdr. (then Lt. Comdr.) Robert H. Isely, USN, Los Angeles, Calif.: Leading his torpedo plane squadron in four assaults against Palau on 30-31 March 1944, he skillfully directed the laying of mine fields which completely blocked the main channel to Palau harbor. His squadron seriously damaged several enemy vessels by rocket and bombing attacks and destroyed six important Jap ships in the face of severe antiaircraft fire.

★ Lt. Comdr. Richard Upson, USNR, Madison, Wis. (missing in action): Displaying great tactical skill in the face of intense antiaircraft fire, he led a torpedo squadron in repeated attacks against a large concentration of hostile ships in Palau harbor on 30 and 31 March 1944. As a result of his inspiring leadership, one merchant ship and one destroyer were sunk, sure hits were secured on nine other vessels and probable hits on four others, ground installations were heavily bombed and valuable photographs were taken.



Gold Star in Lieu of Second

DISTINGUISHED FLYING CROSS

★ Comdr. Charles W. Brewer, USN, Tulsa, Okla. (missing in action): While on antisubmarine patrol, he sighted a surfaced enemy U-boat and commenced an effective strafing attack. He concentrated his fire on the conning tower, preventing the sub's antiaircraft guns from being manned, and fired over 1,000 rounds at close range. His attack resulted in a violent explosion and flame which filled and enveloped the conning tower and superstructure of the submarine.

★ Lt. Comdr. Richard Upson, USNR, Madison, Wis. (missing in action): As commander of a torpedo squadron in the Pacific from February 1943 to April 1944, he participated in several extremely daring missions to rescue flyers forced down in enemy waters. During a vital period of offensive activities, he led his squadron in damaging attacks on Japanese shipping and shore installations, and in close support of subsequent landing operations.

★ Lieut. Melvin C. Hoffman, USN, Salt Lake City, Utah: After escorting bomber planes safely to their target at Kwajalein on 4 Dec. 1943, he attacked and shot down one seaplane and burned two others on the seaplane ramp. When his team was attacked by 19 enemy fighters, he skillfully handled the tactical maneuvers of his entire team and worked his way back to the rendezvous point.

★ Lieut. Gerald G. Hogan, USNR, Brooklyn, N. Y.: Piloting a torpedo bomber attached to the USS *Card* during August 1943, he sighted and attacked a fully surfaced U-boat. He boldly flew in against heavy antiaircraft fire to deliver two perfectly executed bombing attacks which probably destroyed the submarine.

★ Lieut. John P. Vivian, Jr., USNR, New Rochelle, N. Y. (missing in action): When a daylight strike was ordered on Miyoshino airfield, Shimushu Island, on 14 June 1944 to protect a surface task force from possible air attack by Jap bombers, he volunteered to lead a six-plane flight of medium bombers on this exceedingly hazardous mission. Without fighter escort or cloud cover for the last 100 miles to the target, he daringly pressed home an accurate glide-bombing attack on the assigned area.



DISTINGUISHED FLYING CROSS

★ Comdr. (then Lieut.) Porter W. Maxwell, USN, Clarksburg, W. Va.: Piloting a divebomber in the Solomons area from 3 October to 8 November 1942, he fought with outstanding skill and released his bombs on enemy surface forces, ground installations and troop concentrations. On 8 October he led his flight in an attack on the Japanese fleet near Guadalcanal and scored direct hits on a heavy cruiser.

★ Lt. Comdr. (then Lieut.) Leonard E. Harmon, USN, Cranston, R. I.; and Lieut. (then Lt. (jg)) James J. Delhom, USNR, New Orleans, La.: As pilot and copilot, respectively, of a Liberator, they maneuvered their damaged plane through intense antiaircraft fire and pressed home repeated attacks against a surfaced enemy submarine.

★ Lt. Comdr. Rolla S. Lemmon, USN, Long Beach, Calif. (missing in action): While returning to his carrier after leading a successful assault on Sawar, New Guinea, on 21 April 1944, he detected a Japanese bomber which was attacking an American task force, and destroyed the plane. Later the same day he shot down another bomber and destroyed a barge loaded with Japanese soldiers, killing about 20 of them.

★ Lt. Comdr. John R. Little, USN, Southgate, Ky. (posthumously): As commander of a bombing squadron in the Solomons from 29 October to 13 December 1943, he led two strikes against heavily fortified enemy installations at Kahili airfield, Bougainville, and inflicted severe damage upon the runway and personally scored hits on hostile antiaircraft positions. Later he led a vigorous assault on Kara airfield and released his own bomb over the airstrip with devastating results.

★ Lt. Comdr. Richard Upson, USN, Madison, Wis. (missing in action): On 30 and 31 March 1944, he led his squadron in attacks against enemy ships in the strongly defended harbor at Palau in the face of intense resistance. His squadron sank one merchant ship and one destroyer, scored 31 sure hits on nine other ships, took valuable photographs, and dumped 26 tons of bombs on ground installations.

★ Lt. Comdr. Ernest W. Wood Jr., USN, Sacramento, Calif.: As commander of an air group attached to the USS *Princeton* in action in the Marianas from 11 to 19 June 1944, he led his group on numerous strikes against enemy airfields and installations in support of our ground forces. He destroyed parked aircraft and severely damaged military positions, later carrying out hazardous reconnaissance flights at low altitudes to determine the damage inflicted in these raids.

★ Lieut. Russell P. Bone, USNR, Lehi, Utah, and Lieut. Howard P. Schuette, USNR, Phoenix, Ariz. (both missing in action): When a daylight strike was ordered on Miyoshino airfield on Shimushu Island to protect a surface task force from possible air attack by Jap bombers, they volunteered for this hazardous mission and flew the last 100 miles to the target without fighter escort or cloud cover. Although given discretionary authority to turn back, they proceeded through strong fighter opposition and intense antiaircraft fire to make a determined glide-bombing attack upon the assigned target area.

★ Lieut. Kenneth E. Cotton, USNR, San Marino, Calif. (missing in action): Flying escort for an air group during a strike against Japanese surface units at Kwajalein on 4 Dec. 1943, he personally shot down in flames two fighters and contributed to the destruction of 17 other fighting planes and one bomber, and the probable destruction of two other planes.

★ Lieut. Robert S. Merritt, USN, Arcadia, Calif.: As a fighter pilot in the Bismark Archipelago area on 11 November 1943, he flew high cover for Composite Squadron 22 during an attack on a Japanese cruiser. He led his division against a superior number of hostile aircraft attempting to intercept our formation and personally destroyed two enemy fighters, then repelled several attacks made upon his wingman whose plane had been severely damaged.

★ Lieut. Raymond L. North Jr., USNR, Trenton, N. J., and Lt. (jg) John E. Goodrich, USNR, Oneonta, N. Y. (both missing in action): As pilot and co-pilot, respectively, of a Liberator during action against enemy forces in the Bay of Biscay on 28 Dec. 1943, they skillfully maneuvered their plane through intense antiaircraft fire and delivered numerous bombing and strafing runs against a large force of destroyers attempting to escape Allied naval units.

★ Lt. (jg) Frank M. Delgado, USNR, Las Vegas, N. M. (missing in action): As pilot of a torpedo plane in action at Palau Island on 30 and 31 March 1944, he braved intense antiaircraft fire to deliver an accurate glide-bombing attack upon a Japanese cargo vessel, scoring several hits and sinking the ship.

★ Lt. (jg) Willis H. Folkedahl, USNR Eagle Grove, Iowa (missing in action): Taking part in an eight-plane strike against Japanese shipping off the Marianas on 20 June 1944, he defied enemy fighter plane opposition

and took his torpedo bomber through withering antiaircraft fire to press home an attack at point-blank range on a 15,000-ton Jap carrier, scoring an effective hit.

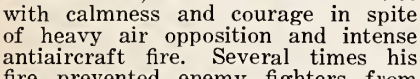
★ Lt. (jg) James Miller, USNR, Kansas City, Kan. (missing in action): Piloting a fighter plane in the New Britain area from 25 Jan. to 17 Feb. 1944, he participated in numerous escort missions and fighter sweeps over this strategic area and pressed home attacks skillfully despite intense enemy opposition. While escorting our bombers on a strike against Lakunai airfield, he was wounded early in the action but he fought his badly damaged plane courageously, shooting down one Jap plane and damaging another. In a later mission he destroyed one fighter and probably two others before his plane was hit and he was forced to bail out.

★ Lt. (jg) Lloyd Nicholas, USNR, Elcor, Minn. (missing in action): Piloting a torpedo bomber in an attack on enemy shipping in Truk Atoll on 17 Feb. 1944, he braved intense antiaircraft fire and assisted in destroying and damaging a substantial number of Japanese ships.

★ Lt. (jg) Robert E. Sterling, USNR, Pontiac, Mich. (missing in action): Piloting a divebomber against Japanese forces off the Marianas on 20 June 1944, he flew at the extreme range of his craft to take part in a strike against shipping. Although his bomber was damaged by intense antiaircraft fire, he scored a direct hit on a 15,000-ton carrier and contributed to its probable destruction.

★ Lt. (jg) Frederick R. Stieglitz, USNR, St. Louis, Mo. (missing in action): While flying a carrier-based fighter in support of our landings at Hollandia, New Guinea, on 18 June 1944, he encountered two enemy fighters. He fought his ship with outstanding skill and shot down one plane and severely damaged the other. On another occasion he intercepted a Jap dive bomber which was attempting to track our fleet and sent it crashing into the sea after a bitter engagement.

★ George M. Wienecke, AMM2c, USNR, Baltimore, Md. (missing in action): As turret gunner of a torpedo plane during an attack against Japanese warships off the Marianas on 20 June 1944, he carried out his duties with calmness and courage in spite of heavy air opposition and intense antiaircraft fire. Several times his fire prevented enemy fighters from making runs on the attack formation, and he continually informed his pilot of the situation around him.



NAVY AND MARINE CORPS MEDAL

★ Capt. Richard M. Scruggs, USN, Madison, Fla.: When a man who was cutting a pontoon cable fell overboard and crashed heavily against the edge of a causeway, he jumped over the side at peril to his own life and kept the man afloat. He then towed him away from a converging LST and pontoons to a position from which the man could be lifted out of the water.



Mainsheet (NTC, Bainbridge, Md.)

"Maybe we'll have better luck with the CPOs, Millie."

★ Lieut. William J. Cole, USN, Liberty Center, Ind.: Following a serious explosion aboard the cruiser in which he was serving, he rushed to within a few feet of the explosion area to set depth charges on safe and then went below to assist in the rescue of injured personnel trapped in the burning compartments. After assisting in the rescue of three men, he returned to the depth charges, disarmed the explosives and threw them over the side.

★ Lieut. Preston Hoggard, USN, Lewiston, N. C.: When a gasoline leak in the steering gear compartment caused a serious explosion aboard his cruiser on 7 Oct. 1943, he risked his life to enter the fume-filled compartment and took measures to extinguish the blaze before the flames could reach 10,000 gallons of gasoline stored near the explosion area. His daring initiative helped prevent further detonations and probably saved many lives.

★ Lieut. George W. Laidlaw II, USNR, River Forest, Ill.: Ens. Howard T. Healy, USNR, Roslindale, Mass., and Ens. Lester K. Pecan, USNR, Hempstead, N. Y.: Following the explosion of the naval magazine at Port Chicago, Calif., on 17 July 1944, they voluntarily proceeded from Mare Island to the scene and entered an extremely hazardous area where ammunition cars were on fire. They broke open the burning cars, working on top of them, and played hoses through the holes made by falling fragments, continually exposing themselves to danger until the flames were extinguished. They contributed materially to bringing the flames under control, thereby averting further explosions and possible loss of life.

★ Lt. (jg) William F. Beebe, USNR, Wilmette, Ill.: When an enlisted man fell overboard on the night of 6 May 1944 and was immediately carried away by the swift current, he plunged into the shark-infested water and swam about 200 yards to the aid of the drowning seaman. He remained with the exhausted and helpless man and kept him afloat until a rescue craft arrived.

★ Lt. (jg) Edward D. Curtin, (MC) USNR, San Bernardino, Calif. (posthumously): As medical officer aboard a motor torpedo boat on patrol off the north coast of New Britain, he voluntarily participated in hazardous patrols in the hope of rendering service in case of casualties. Severely wounded when his boat was sunk, he disregarded his own serious condition and insisted that other injured men be treated first.

★ Lt. (jg) (then SK3c) Alfred M. Dupuy, (SC) USNR, Powderly, Ala.: After the stranding of the USS *Pollux* on 18 Feb. 1942, he swam ashore, made his way up an icy rock ledge and received a heavy line from the ship. He later secured a line while working barefooted, with his clothing frozen, making possible the rescue of the majority of the officers and crew by boatswain's chair.

★ Lt. (jg) Dick G. Futrell, USNR, Porum, Okla. (missing in action): When his bomber crashed at sea near the Treasury Islands on 17 March 1944, he struggled clear of the plane and then went to the aid of his gunner who had been knocked unconscious. He pulled the man free, quickly revived him, inflated his life jacket, and gave the man his own rubber life raft, renouncing his own chances of survival.

★ Lt. (jg) Russell J. Garnaus, USNR, New York, N. Y.: When the USS *Pollux* was stranded on a hazardous and rocky shore on 18 Feb. 1942, he proceeded in a motor whaleboat through heavy seas and freezing temperatures and secured a line from the stranded vessel to shore. This enabled 10 men still aboard to reach safety. Later he rescued two members of the whaleboat crew and scaled an icy cliff and walked three miles in sub-zero weather to summon assistance.

★ Lt. (jg) Howard L. Murray, USNR, Norfolk, Va. (posthumously): As third officer of a motor torpedo boat which was subjected to an aerial attack off the north coast of New Britain on the morning of 27 March 1944, he rendered gallant service throughout the action in which the vessel was sunk.

★ Ens. William O. Seymour Jr., USNR, Monroe, N. C. (posthumously): When his plane developed serious engine trouble necessitating an immediate forced landing, he realized that the beach where he could make a comparatively safe wheels-up landing was crowded with Sunday bathers. He courageously turned away from the shore and crash landed in the bay near the Naval Air Station, Squantum, Mass., thereby preventing the death or injury of scores of persons on the beach.

★ Chief Carpenter Clarence M. Bailey, USN, Boston, Mass.: When explosions damaged the USS *Block Island* and pinned the gun captain of the forward 20-mm. gun between the catwalk and the ship's side, he went to the aid of this man and took charge of the rescue work. When it became necessary to amputate the man's leg at the knee to free him, he assisted the medical officer in the operation while supported only by a life line and faced with the danger of another explosion.

★ Robert L. Donnett, CBM, USN, San Diego, Calif.: Seeing two soldiers struggling in the water after their

craft had capsized between Mono and Stirling Islands on 12 June 1944, he dived over the side of his boat and swam to the more exhausted soldier who was floating face down. He succeeded in getting the helpless man in the boat and administered artificial respiration until the craft docked, undoubtedly saving the man's life.

★ Eugene R. Brown, AOM1c, USNR, Wollaston, Mass. (posthumously): As a flight deck aviation ordnanceman, he ran immediately to a bomb which had been jarred loose from a landed plane and grasped the rotating arming vanes of the already partially armed bomb. He prevented full arming of the bomb and thereby prevented a detonation, which probably would have taken many lives (18 June 1944, near Marianas).



Brown, AOM1c

★ Edward F. Duclos, CM1c, USN, Swansea, Mass., and Claude C. Goldman Jr., TM2c, USN, Aiken, S. C.: Serving aboard the USS *Buck* when it was sunk by an explosion, they were dazed and wounded when thrown against the after deck house. They assisted in removing casualties to life rafts and set all depth charges on safe. Then they released two men who had been trapped in the after steering compartment. Remaining aboard until the last minute, they were unable to swim a safe distance from the rapidly sinking ship and received serious internal injuries from underwater explosions.

★ John P. Witzke Jr., AMM1c, USNR, Baltimore, Md. (missing in action): As a survivor of a crashed plane afloat in a rubber raft, he exhibited great skill in administering first aid to one of his fellow survivors. He also showed expert seamanship in handling the raft during the six-hour period before he was rescued.

★ William E. Bailey Jr., MM2c, USN, San Francisco, Calif.: Volunteering for diving operations during the period immediately following the Japanese attack on Pearl Harbor, he made numerous dives inside submerged ships under extremely hazardous conditions in order to assist in the difficult salvage work. He contributed in large measure to the successful completion of these vital operations.

★ Raymond Javorsky, PhM2c, USN, Chicago, Ill.: Following an explosion at the Naval Magazine, Port Chicago, Calif., on 17 July 1944, although not attached to the station complement, he volunteered to enter a highly dangerous area and worked tirelessly to bring the flames under control. He contributed to the prevention of further explosions and possible loss of life.

★ John F. O'Brien, BM2c, USNR, Pawtucket, R. I.: When he saw a small child carried into the water by a runaway jeep on the night of 29 May 1944, he jumped into the swiftly running sea and grabbed the child, swam about 40 feet to the pier and carried the child to safety.

★ T. G. Vandagriff, SF2c, USN, Wellington, Tex.: He voluntarily engaged in diving operations incident to the salvage of vessels damaged at Pearl Harbor and made many dives under extraordinarily hazardous conditions inside submerged vessels for a total of more than 100 hours of successful underwater work.

★ John O. Wolfgram, BM2c, USNR, Marblehead, Mass.: Seeing the desperate struggles of a fellow seaman who had fallen overboard from the *SC 1361* on the night of 29 Dec. 1943, he dived over the side, swam to the unconscious man and brought him to safety.

★ Maurice E. Redwine, WT3c, USNR, Indianapolis, Ind.: While en route to the Naval Training Station, Newport, R. I., on 23 July 1944, he was attracted to a burning house where two women and three children were trapped on an upper floor. He instructed the women to toss the children out of the window and, when these five were safe on the ground, rushed into the blazing house and carried out another child before collapsing from the effects of the smoke.



Gold Star in Lieu of Second

BRONZE STAR MEDAL

★ Lieut. Jonathan S. Raymond Jr., USNR, Pittsburgh, Pa. (missing in action): As division leader of a motor torpedo boat squadron operating off the coast of Bougainville on the night of 5-6 May 1944, he attacked numerically superior enemy landing craft with devastating gunfire and forced the hostile vessels to withdraw.



BRONZE STAR MEDAL

★ Capt. Harold F. Fick, USN, Cleveland Heights, Ohio: As commanding officer of a warship and as commander of an Atlantic Fleet antisubmarine task group from 14 to 30 July 1944, he inflicted extremely heavy losses on the enemy during a period of intense activity in the mid-Atlantic, and contributed materially to the successful prosecution of the Battle of the Atlantic.

★ Capt. James J. McGlynn, USN, San Diego, Calif.: As commanding officer of the amphibious base at Portland-Weymouth, England, he supervised the operation, training, maintenance and logistics support and finally the combat loading of landing craft attached to the base. All these craft, except those seriously damaged by enemy action, departed on time for the successful assault upon the Continent.

★ Comdr. Jasper L. Custer, (MC) USNR, Shreveport, La.: When the USS *Block Island* was sinking on 29 May 1944, he went to the aid of a man pinned between the wreckage and gave him medical aid while attempts were made to free the man. When it became evident that it would be necessary to amputate the man's leg if he were to be freed before the ship sank, he performed the operation under extremely hazardous and unfavorable conditions.

★ Comdr. Roy W. Lajeunesse, USN, North New Portland, Me.: As commander of three LST echelons at Vella Lavella, he was subjected to fierce bombarding by hostile planes on two occasions. He fearlessly directed the unloading of supplies vital to our operations and successfully completed his mission despite the loss of one ship and serious damage to another.

★ Comdr. Almon E. Loomis, USN, Washington, D. C.: Serving in various capacities in the Atlantic Fleet, he made material contributions to the war in the Atlantic. Largely through his efforts, tactics, training methods, weapons and material essential to the continued success of aircraft were developed and improved.

★ Lt. Comdr. William M. Drane, USN, Clarksville, Tenn.: As commander of an aircraft squadron of the Atlantic Fleet from March to September 1943, he and his pilots are credited with several successful attacks on enemy U-boats. He contributed materially to the campaign against German submarines.

★ Lt. Comdr. George R. Gronvold, USNR, Redwood City, Calif.: As engineering officer of the USS *Block Island* when she was sunk, he worked feverishly with complete disregard for his own safety to neutralize and remedy the damage. Corrective measures had progressed to such a degree that the engine room could have been kept in operation, when a third explosion made it necessary to abandon ship.

★ Lt. Comdr. Robert S. Knowles, USNR, Detroit, Mich.: As first lieutenant and damage control officer of the USS *Block Island* when it was sunk on 29 May 1944, he organized and led the repair party to the damaged parts of the ship and took prompt and effective damage control measures. He succeeded in delaying the ship's sinking long enough to allow the crew to abandon ship without additional loss of life.

★ Lt. Comdr. Curtis B. Munson, USNR, Lake Forest. Ill.: As an officer on the staff of Commander, 11th Amphibious Force, he displayed sound judgment, resourcefulness and devotion to duty during the period of preparation and assault upon the coast of France on 6 June 1944.

★ Lt. Comdr. William R. Staggs, USNR, Chicago, Ill.: As commanding officer of an aircraft squadron on board an escort carrier of the Atlantic Fleet from April to August 1943, he exhibited outstanding leadership and professional ability and was responsible for the success of his squadron in several attacks on enemy submarines.

★ Lt. Comdr. Claude W. Stewart, USN, Seattle, Wash.: As commanding officer of Composite Squadron 19 attached to the USS *Charger* from August 1943 to January 1944, he skillfully led his squadron into action during a period of particularly intense activity by enemy undersea craft. He launched attacks against U-boats effectively and with outstanding courage.

★ Lieut. Thomas H. Byrd, USNR, New York, N.Y.: As commanding officer of a warship which was screening a carrier during July 1943, he attacked an enemy ship with vigor and determination and was successful in destroying it.

★ Lieut. Joseph J. Connor, (MC) USNR, Denver, Colo.: Accompanying a boat pool during the evacuation of a Marine battalion from a position several miles behind Japanese lines, he worked tirelessly in caring for the injured despite a constant barrage of enemy fire. Although forced to work in the darkness, he carried out his task with such skill that no lives were lost.

★ Lieut. Samuel N. Etheredge, (MC) USNR, Norfolk, Va.: Attached to a Marine rifle battalion during an engagement with Japanese forces at Piva Forks, Bougainville, on 24 Nov. 1943, he constantly subjected himself to artillery and mortar fire while carrying out his duties. He skillfully ministered to the injured and inspired his assistants to remain at their posts despite the extreme danger.

★ Lieut. Lawrence I. Field, USNR, New York, N.Y.: As officer-in-charge of special equipment aboard a destroyer escort during an engagement with a Japanese submarine, he rendered valuable assistance to his commanding officer and contributed materially to the probable destruction of the enemy craft. This was the first successful action against an enemy sub by a U. S. destroyer escort.

★ Lieut. Harry C. Goudy, USNR, Baltimore, Md.: As Armed Guard officer attached to the SS *Richard Hovey* when it was sunk by a Japanese submarine in the Arabian Sea on 29 March 1944, he was the last to go over the side of the stricken ship and remained in the water while the sub fired on the helpless survivors. Reaching a life raft, he assumed command of the men aboard and supervised the long search for other survivors. He cared for the wounded, assisted in distilling water from an improvised still and encouraged his men until they were rescued 16 days later. He succeeded in bringing all but one of his men through the ordeal.

★ Lieut. Irwin I. Meller, USNR, Brooklyn, N.Y.: As commanding officer of a PC for a period of 18 days in the area screen of the Naval Western Task Force, he effectively performed his duty of protecting vessels of the task force from German surface ships and submarines, and assisted in the protection against enemy aircraft.

★ Lieut. Howard V. R. Palmer Jr., USNR, Harrisburg, Pa.: As commanding officer of the *LST 359* off Normandy when it was shaken by an underwater explosion, he was hurled into the air and critically injured. Although suffering from intense pain, he remained at his post and directed the saving of his ship. Only after the ship was safely harbored would he allow himself to be evacuated to a hospital.

★ Lieut. Frank E. Pierce Jr., USNR, Chicago, Ill.: As commanding officer of a PC during the invasion of France, he effectively performed the task of protecting vessels in the Western Task Force area from German surface forces and submarines.



Hoist (NTC, San Diego)

"Find out for my wife where she gets those nylons."

★ William L. Minor, CMoMM, USN, Denver, Colo.: Serving on a submarine during seven war patrols, he kept the main engines of his ship in operation under extremely adverse conditions. On many occasions he labored for 24 hours without rest. During March 1942 he assisted in the evacuation of 55 persons from Corregidor.



Minor, CMoMM

★ Ray B. King, BM1c, USN, Piney Flats, Tenn.; Wilford W. Leonard, MoMM1c, USNR, Shallotte, N. C.; Louis P. L'Heureux, BM1c, USN, North Grafton, Mass., and Leland Martin, SM2c, USNR, Apollo, Pa.: As crew members of the lead scout boat of an assault group during the invasion of Normandy, they carried out their duties under great danger and continued in it unrelieved despite fatigue and personal injury. They rescued and assisted casualties under fire with complete disregard for their own safety.

★ Ralph E. Beach, SM2c, USNR, Fort Wayne, Ind.: While assisting in the lowering of a ramp on an LCT during the invasion of Normandy, he was wounded in the legs and back by a shell burst in the bow which killed two men. Despite his wounds, he remained at his station and was largely instrumental in getting the tanks off.



Beach, SM2c

★ Stacey V. Bennett, SM1c, USN, Groton, Conn.: Serving as an assistant to the commanding officer of a submarine during torpedo attacks, he used his keen vision to assist in attacks that resulted in the sinking of a very large amount of enemy shipping, and in the evasion of enemy countermeasures after the attacks.

★ John P. Thomas, SM2c, USNR, Weldon, N. C.: When his landing craft was sunk during the invasion of Normandy, he reached the beach in another landing craft loaded with rangers who were to assault the cliffs. He repeatedly exposed himself to terrific enemy fire in an effort to establish communications by semaphore. Although suffering from concussion and severe bruises sustained when he was buried by a rock slide, he persuaded the medical officer not to evacuate him and returned to the beach two days later and performed his duties until his unit was evacuated to England.

★ Cosmo Trevisano, GM2c, USNR, Paterson, N. J. (posthumously): Serving as a 20-mm. gunner on the night of 13 May 1944 when his boat attacked four enemy barges in the face of heavy fire from shore positions, he exhibited expert marksmanship and by his deadly fire enabled his boat to withdraw from the beach after sinking three barges. Killed in the action, his courage and skill were an inspiration to the men of his boat.

★ Richard W. Borden, PhM3c, USNR, Goldsboro, N. C.: As a member of a medical section of a beach battalion during the invasion of Normandy, he disregarded his own safety to attend and evacuate the wounded under direct enemy artillery shelling. He not only saved many lives, but gave an example of coolness and efficiency that inspired his shipmates and contributed materially to the success of this phase of the operation on this sector of the beach.

★ Russel I. Olson, RM3c, USCGR, Modesto, Calif.: As a member of the beach party of a naval transport during the landing operations at Eniwetok Atoll, and at Perry Island, he quickly established radio communications with all vessels participating while under enemy fire and thus contributed materially to the success of the landing operations.

★ Thomas J. Ryan, SM3c, USNR, Woonsocket, R. I.: As a survivor of the USS *Susan B. Anthony*, picked up by the *LST 515*, he voluntarily administered first aid to more than 40 stretcher cases on the landing craft. When Army and Navy doctors came aboard five hours later to remove the six most serious cases to the beach, they said he had done "an excellent job."

★ Paul Schimpf, GM3c, USNR, Pertn Amboy, N. J.: As a member of the Armed Guard unit aboard the SS *James Guthrie* when it was torpedoed in the Mediterranean on 17 April 1944, he took charge of one life boat containing 25 men. With great initiative and skill he directed the rescue of a number of men thrown into the sea. When heavy seas threatened to swamp the overloaded boat, he ordered half the men into the water to hold on the life lines and joined the group in the water.

★ James J. Moulds, F2c, USNR, Trenton, N. J.: While serving in the USS *Corry* when it was sinking off the coast of France on 6 June 1944, he assisted an officer in the removal of wounded from the forward fire room. Although the fire room was rapidly flooding, he carried on until a fatally wounded shipmate could be brought to the deck and placed in a lifeboat.

One Step Ahead of the Japs

(Continued from Page 9)

overhead and tropical fruit all around. It was like something out of a book of adventure.

At one of these small ports some natives came over in one of the small dugout canoes selling fish. We bought some fish for the Filipinos and wanted to buy the boat itself, as it was a beauty of a dugout, but nothing doing. We finally settled for one of the natives' hat, a big woven bamboo one.

In about an hour, around came a soldier. He said that the Dutch authorities on the other side of the bay had seen this suspicious boat and wanted us to come over and be identified.

We sent a letter back that we were sorry but we didn't like to go out in the middle of the day when the Japs were flitting around, and thought that would fix it up.

In about an hour, back comes a messenger in a boat, with even more urgent messages that we come across to the other side and be identified, otherwise they were likely to fire on us. Meanwhile, a sailor succeeded in buying the boat from the messenger. The messenger went back on foot.

Well, the third time, they had a platoon come around. They said that we had better come over to the other side of the bay and no fooling. They had a gun over there and they were going to use it. So we went over. This Dutchman said, "God, I'm certainly glad to see you, and see this thing is on the level. We were perfectly certain you were Japs. They are only around the corner from here. First you bought the hat and secondly you bought the boat and it looked to me like you all wanted to make a landing."

From then on we made a point of searching for the Dutch commandant. We got down one more bay the next day, and lay quietly alongside the bay, picking up some drinking water from a little spring nearby.

Bombers were going back and forth all day. American B-24s and Flying Fortresses from the Dutch fields near Soerabaja went over to bomb the Jap transports off Bali, and an occasional Jap would flit by.

We traveled on up the south coast of Java, with everything very quiet, and finally got up to Tjilatjap. Off the entrance of the port we met an old friend—the gunboat *Tulsa*, with a classmate of mine on board.

The *Tulsa* skipper came on board and fixed us up with a pilot, an old Dutchman whose entire stock of English was profanity, which he used on the Filipino helmsman who knew no English whatever, even profanity. So that's the way we went through the entrance.

We got into Tjilatjap, where they had begun to have a rough idea that the tune was about over. Two or three air raids in the afternoon upset the whole routine. No planes came over, actually, but every time there was an air-raid warning everybody would disappear and the ships would get under way and stand out.

We were again out of what little fuel we had so we tried to get some from Dutch Shell. There wasn't a soul around but two or three clerks and two or three Dutchmen. There were a lot of British or Canadian troops embarking that night, and the Americans hadn't arrived yet. The *Langley* was still on her way up with fighter planes on deck. The Dutch did give us our oil. We got a little more chow, and went up and phoned the capitol, Bandoeng, where the Admiral was. On the way out we stopped alongside the *Pecos*.

Our poor Filipino boys were beginning to realize by that time that there were climates other than the Manila variety. They all had whites, and I had a couple pairs of shorts, which was the extent of my wardrobe, so we went alongside the *Peeos* and filled up with fresh water, got a little fresh grub and asked the skipper if we could have some clothes. He broke out his paymaster who came up with Bureau of Supplies and Accounts manual under his arm, and said that all he had left was about ten or twelve suits of blues.

The skipper of the *Peeos*, a gentleman of the old school, said, "Give them the blues." So we got our blues and left that night. And off we set for Australia.

We discovered later that the *Pecos* and the rest of the ships, what few there were left, had gotten under way the night following. We were doing about three knots so we went straight south. The Japs didn't bother us.

The weather fortunately was absolutely foul, but the Filipinos were closer to death than any human beings I've ever seen. The aide and myself and an old Filipino cook whose legs would barely carry him around, and one or two of the P.O.'s were the only ones left on their feet. We went south as long as we could and ran into headwinds that absolutely stopped us, so we started easing over toward Australia, towards the west coast.

We thought that's where the Japs would be, but we had to take a chance. We had no charts for Australia at all, except a general chart of all Australia roughly comparable to one you'd find in a geography book. After about ten days we made a landfall, and started heading down what we thought was a well-marked channel; it looked that way on this chart. We were looking for a town which was on the chart in great big letters, as big as the letters that indicated where Perth was. We looked all over, but could find no town, not even a stable, nothing.

After cruising along merrily for a while, there was this grinding crunch which people feel every now and then. We were all thrown flat and discovered we were hard and fast on the beach again. We didn't know it but the rise and fall of the tide there is about 25 or 30 feet. Ordinarily, in the ports farther along the coast they run ships ashore there at high tide. When the tide goes out, they drive wagons out alongside the ship and unload right out of the wagon. The ship's just on dry land.

Well, to our horror, not knowing this, the tide kept going out and out and we crawled over the side and rolled our pants up and walked around the ship, practically, with the tide still going out. Meanwhile the ship, after riding on an even keel for 10 or 15 minutes after we hit, went over with a terrific crash to about 45°. It suddenly dawned on us about then that she had a two- or three-foot keel and the mess gear was banging around, the fresh-water barrels were loose all over the deck, everything cut loose, and here was the old Filipino boatswain sitting around smoking his pipe and being unconcerned.

After I discovered him, he said, "Oh, we do this every year to scrape off barnacles."

It was just routine procedure to him.

He said that as far as he was concerned the only mistake was that we hadn't tied the dishes down. Well, we entered in the log, of course, that we had careened ship to inspect the bottom.

It didn't do much harm outside of busting a few dishes up.

We had a radioman passenger on board, and he didn't check to find out that the ship wasn't really sinking, so he got into a bottle of snake medicine we had gotten up in Bali, or some place up there, and proceeded to fortify himself. He was the only real casualty outside the dishes.

All that was saved out of the glassware on board was two or three cases of Heinekens beer. We had tried to get some drinking water in Tjilatjap before we started, as we hadn't been sure of the *Peeos* then. They said you'd better ballast yourself with beer; maybe you won't be able to get any water, and there's no use dying of thirst on the way. So the beer was saved.

The rest of the trip down the Australian coast was fairly devoid of interest. We finally pulled into Geraldton, the first Navy ship that had been in there so far, and we were received with the greatest acclaim. This was roughly three and a half or four weeks after we'd left Java. And that I think was about the third time they'd reported us all missing.

After about a week's stay to rehabilitate in this small town, we went on down to Fremantle, barging in under full sail. We were really a curiosity. They hadn't ever seen anything like that, an American man-o'-war with a gun and under full sails, commission pennant, Filipino crew, and all. You couldn't tell us from the Filipinos at that time, for we'd spent our whole time on deck. So we sashayed into Fremantle, although our friends had given us up for dead, I guess, and that's about the end of the story as far as that part of the cruise is concerned.

(*Note: Of the vessels mentioned in this report, the river gunboat Wake was captured at Shanghai and the Luzon was destroyed at Bataan to prevent capture, as was the sub tender Canopus. The patrol vessel Oahu was lost to enemy gunfire at Bataan. The seaplane tender Langley and the oiler Pecos were sunk in waters south of Java, and the destroyer Peary was sunk by enemy aircraft at Darwin, Australia.*—ED.)

Membership of the 79th Congress

The following lists show the composition of the Senate and House of Representatives of the 79th Congress, which meets 3 Jan. 1945. They are based on unofficial returns from the 7 November general election (see p. 46) through 20 November. Included are members who were elected to other offices this year and who may therefore resign.

One asterisk indicates members re-elected this year; two asterisks, holdover senators whose terms do not expire this year. Names not marked are those of new members. Numbers indicate congressional district. Party affiliations are shown in parentheses: D for Democratic, R for Republican, others spelled out.

House of Representatives

ALABAMA—1. Frank W. Boykin*(D); 2. George M. Grant*(D); 3. George W. Andrews*(D); 4. Sam Hobbs*(D); 5. Albert Rains(D); 6. Pete Jarman*(D); 7. Carter Manasco*(D); 8. John J. Sparkman*(D); 9. Luther Patrick(D).

ARIZONA—At large: Richard F. Harless*(D); John R. Murdock*(D).

ARKANSAS—1. E. C. Gathings*(D); 2. Wilbur D. Mills*(D); 3. James W. Trimble(D); 4. Fadjo Cravens*(D); 5. Brooks Hays*(D); 6. W. F. Norrell*(D); 7. Oren Harris*(D).

CALIFORNIA—1. Clarence F. Lea*(D); 2. Clair Engle*(D); 3. J. Leroy Johnson*(R); 4. Franck R. Havenner(D); 5. Richard J. Welch*(R); 6. George P. Miller(D); 7. John H. Tolan*(D); 8. John Z. Anderson*(R); 9. Bertrand W. Gearhart*(R); 10. Alfred J. Elliott*(D); 11. George E. Outland*(D); 12. H. Jerry Voorhis*(D); 13. Ned R. Healy(D); 14. Helen Gahagan Douglas(D); 15. Gordon L. McDonough(R); 16. Ellis E. Patterson(D); 17. Cecil R. King*(D); 18. Clyde G. Doyle(D); 19. Chet Holifield*(D); 20. Carl Hinshaw*(R); 21. Harry R. Sheppard*(D); 22. John Phillips*(R); 23. Ed. V. Izac*(D).

COLORADO—1. Dean M. Gillespie*(R); 2. William S. Hill*(R); 3. J. Edgar Chenoweth*(R); 4. Robert F. Rockwell*(R).

CONNECTICUT—At large: Joseph Ryter(D); 1. Herman P. Kopplemann(D); 2. Chase Going Woodhouse(D); 3. James T. Geelan(D); 4. Clare Boothe Luce*(R); 5. Joseph E. Talbot*(R).

DELAWARE—At large: Philip A. Traynor(D).

FLORIDA—1. J. Hardin Peterson*(D); 2. Emory H. Price*(D); 3. Robert L. F. Sikes(D); 4. Pat Cannon*(D); 5. Joe Hendricks*(D); 6. Dwight L. Rogers(D).

GEORGIA—1. Hugh Peterson*(D); 2. E. E. Cox*(D); 3. Stephen Pace*(D); 4. A. Sidney Camp*(D); 5. Robert Ramspeck*(D); 6. Carl Vinson*(D); 7. Malcolm C. Tarver*(D); 8. John S. Gibson*(D); 9. John S. Wood(D); 10. Paul Brown*(D).

IDAHO—1. Compton I. White*(D); 2. Henry C. Dworshak*(R).

ILLINOIS—At large: Emily Taft Douglas(D); 1. William L. Dawson*(D); 2. William A. Rowan*(D); 3. Edward A. Kelly(D); 4. Martin Gorski*(D); 5. Adolph J. Sabath*(D); 6. Thomas J. O'Brien*(D); 7. William W. Link(D); 8. Thomas S. Gordon*(D); 9. Alexander J. Resa(D); 10. Ralph E. Church*(R); 11. Chauncey W. Reed*(R); 12. Noah M. Mason*(R); 13. Leo E. Allen*(R); 14. Anton J. Johnson*(R); 15. Robert B. Chiperfield*(R); 16. Everett M. Dirksen*(R); 17. Leslie C. Arends*(R); 18. Jessie Sumner*(R); 19. Rolla C. McMillen*(R); 20. Sid Simpson*(R); 21. Evan Howell*(R); 22. Melvin Price(D); 23. Charles W. Vursell*(R); 24. James V. Heidinger*(R); 25. C. W. Bishop*(R).

INDIANA—1. Ray J. Madden*(D); 2. Charles A. Halleck*(R); 3. Robert A. Grant*(R); 4. George W. Gillie*(R); 5. Forest A. Harness*(R); 6. Noble J. Johnson*(R); 7. Gerald W. Landis*(R); 8. Charles M. LaFollette*(R); 9. Earl Wilson*(R); 10. Raymond S. Springer*(R); 11. Louis Ludlow*(D).

IOWA—1. Thomas E. Martin*(R); 2. Henry O. Talle*(R); 3. John W. Gwynne*(R); 4. Karl M. LeCompte*(R); 5. Paul Cunningham*(R); 6. James I. Dolliver(R); 7. Ben F. Jensen*(R); 8. Charles B. Hoeven*(R).

KANSAS—1. Albert M. Cole(R); 2. Errett P. Scrivner*(R); 3. Thomas D. Winter*(R); 4. Edward H. Rees*(R); 5. Clifford R. Hope*(R); 6. Frank Carlson*(R).

KENTUCKY—1. Noble J. Gregory*(D); 2. Earle C. Clements(D); 3. Emmet O'Neal*(D); 4. Frank L. Chelf(D); 5. Brent Spence*(D); 6. Virgil Chapman*(D); 7. Andrew J. May*(D); 8. Joe B. Bates*(D); 9. John M. Robsion*(R).

LOUISIANA—1. F. Edward Hebert*(D); 2. Paul H. Maloney*(D); 3. James Domengeaux*(D); 4. Overton Brooks*(D); 5. Charles E. McKenzie*(D); 6. James H. Morrison*(D); 7. Henry D. Larcade, Jr.*(D); 8. A. Leonard Allen*(D).

MAINE—1. Robert Hale*(R); 2. Margaret Chase Smith*(R); 3. Frank Fellows*(R).

MARYLAND—1. Dudley G. Roe(D); 2. H. Streett Baldwin*(D); 3. Thomas D'Alesandro, Jr.*(D); 4. George H. Fallon(D); 5. Lansdale G. Sasscer*(D); 6. J. Glenn Beall*(R).

MASSACHUSETTS—1. John W. Heselton(R); 2. Charles R. Clason*(R); 3. Philip J. Philbin*(D); 4. Pehr G. Holmes*(R); 5. Edith Nourse Rogers*(R); 6. George J. Bates*(R); 7. Thomas J. Lane*(D); 8. Angier L. Goodwin*(R); 9. Charles L. Gifford*(R); 10. Christian A. Herter*(R); 11. James M. Curley*(D); 12. John W. McCormack*(D); 13. Richard B. Wigglesworth*(R); 14. Joseph W. Martin, Jr.*(R).

MICHIGAN—1. George G. Sadowski*(D); 2. Earl C. Michener*(R); 3. Paul W. Shafer*(R); 4. Clare E. Hoffman*(R); 5. Bartel J. Jonkman*(R); 6. William W. Blackney*(R); 7. Jesse P. Wolcott*(R); 8. Fred L. Crawford*(R); 9. Albert J. Engel*(R); 10. Roy O. Woodruff*(R); 11. Fred Bradley*(R); 12. Frank E. Hook(D); 13. George D. O'Brien*(D); 14. Louis C. Rabaut*(D); 15. John D. Dingell*(D); 16. John Lesinski*(D); 17. George A. Dondero*(R).

MINNESOTA—1. August H. Andresen*(R); 2. Joseph P. O'Hara*(R); 3. William J. Gallagher(D); 4. Frank T. Starkey(D); 5. Walter H. Judd*(R); 6. Harold Knutson*(R); 7. H. Carl Andersen*(R); 8. William A. Pittenger*(R); 9. Harold C. Hagen*(R).

MISSISSIPPI—1. John E. Rankin*(D); 2. Jamic L. Whitten*(D); 3. Willam M. Whittington*(D); 4. Thomas G. Abernethy*(D); 5. Arthur Winstead*(D); 6. William M. Colmer*(D); 7. Dan R. McGehee*(D).

MISSOURI—1. Wat Arnold*(R); 2. Max Schwabe*(R); 3. William C. Cole*(R); 4. C. Jasper Bell*(D); 5. Roger C. Slaughter*(D); 6. Marion T. Bennett*(R); 7. Dewey Short*(R); 8. A. S. J. Carnahan(D); 9. Clarence Cannon*(D); 10. Orville Zimmerman*(D); 11. John B. Sullivan(D); 12. Walter C. Ploeser*(R); 13. John J. Cochran*(D).

MONTANA—1. Mike Mansfield*(D); 2. James F. O'Connor*(D).

NEBRASKA—1. Carl T. Curtis*(R); 2. Howard H. Buffett*(R); 3. Karl Stefan*(R); 4. A. L. Miller*(R).

NEVADA—At large: Berkeley L. Bunker(D).

NEW HAMPSHIRE—1. Chester E. Merrow*(R); 2. Sherman Adams(R).

NEW JERSEY—1. Charles A. Wolverton*(R); 2. T. Millett Hand(R); 3. James C. Auchincloss*(R); 4. D. Lane Powers*(R); 5. Charles A. Eaton*(R); 6. Clifford P. Case(R); 7. J. Parnell Thomas*(R); 8. Gordon Canfield*(R); 9. Harry L. Towe*(R); 10. Fred A. Hartley Jr.*(R); 11. Frank L. Sundstrom*(D); 12. Robert W. Kean*(R); 13. Mary T. Norton*(D); 14. Edward J. Hart*(D).

NEW MEXICO—At large: Clinton P. Anderson*(D); Antonio M. Fernandez*(D).

NEW YORK—1. Edgar A. Sharp(R); 2. Leonard W. Hall*(R); 3. Henry J. Latham(R); 4. William B. Barry*(D); 5. James A. Roe(D); 6. James J. Delaney(D); 7. John J. Delaney*(D); 8. Joseph L. Pfeifer*(D); 9. Eugene J. Keogh*(D); 10. Andrew L. Somers*(D); 11. James J. Heffernan*(D); 12. John J. Rooney*(D); 13. Donald L. O'Toole*(D); 14. Leo F. Rayfiel(D); 15. Emanuel Celler*(D); 16. Ellsworth B. Buck*(R); 17. Joseph Clark Baldwin*(R); 18. Vito Marcantonio*(American Labor); 19. Samuel Dickstein*(D); 20. Sol Bloom*(D); 21. James H. Torrens*(D); 22. Adam C. Powell Jr.(D); 23. Walter A. Lynch*(D); 24. Benjamin J. Rabin(D); 25. Charles A. Buckley*(D); 26. Peter A. Quinn(D); 27. Ralph W. Gwinn(R); 28. Ralph A. Gamble*(R); 29. Augustus W. Bennet(R); 30. Jay LeFevre*(R); 31. Bernard W. Kearney*(R); 32. William T. Byrne*(D); 33. Dean P. Taylor*(R); 34. Clarence E. Kilburn*(R); 35. Hadwen C. Fuller*(R); 36. Clarence E. Hancock*(R); 37. Edwin Arthur Hall Jr.*(R); 38. John Taber*(R); 39. W. Sterling Cole*(R); 40. George F. Rogers(D); 41. James W. Wadsworth*(R); 42. Walter G. Andrews*(R); 43. Edward J. Elsaesser(R); 44. Leon A. Dombrowski(D) or John C. Butler*(R); 45. Daniel A. Reed*(R).

NORTH CAROLINA—1. Herbert C. Bonner*(D); 2. John H. Kerr*(D); 3. Graham A. Barden*(D); 4. Harold D. Cooley*(D); 5. John H. Folger*(D); 6. Carl T. Durham*(D); 7. J. Bayard Clark*(D); 8. W. O. Burgin*(D); 9. Robert L. Doughton*(D); 10. Joe W. Ervin(D); 11; Alfred L. Bulwinkle*(D); 12. Zebulon Weaver*(D).

NORTH DAKOTA — At large: Willam Lemke*(R); Charles R. Robertson(R).

OHIO—At large: George H. Bender*(R); 1. Charles H.Elston*(R); 2. William E. Hess*(R); 3. Edward J. Gardner(D); 4. Robert F. Jones*(R); 5. Clip Clevenger*(R); 6. Edward O. McCowen*(R); 7. Clarence J. Brown*(R); 8. Frederick C. Smith*(R); 9. Homer A. Ramey*(R); 10. Thomas A. Jenkins*(R); 11. Walter E. Brehm*(R); 12. John M. Vorys*(R); 13. Alvin F. Weichel*(R); 14. Walter B. Huber(D); 15. P. W. Griffiths(R); 16. William R. Thom(D); 17. J. Harry McGregor*(R); 18. Earl R. Lewis*(R); 19. Michael J. Kirwan*(D); 20. Michael A. Feighan*(D); 21. Robert Crosser*(D); 22. Frances P. Bolton*(R).

OKLAHOMA—1. George B. Schwabe(R); 2. William G. Stigler*(D); 3. Paul Stewart*(D); 4. Lyle H. Boren*(D); 5. Mike Monroney*(D); 6. Jed Johnson*(D); 7. Victor Wickersham*(D); 8. Ross Rizley*(R).

OREGON—1. James W. Mott*(R); 2. Lowell Stockman*(R); 3. Homer D. Angell*(R); 4. Harris Ellsworth*(R).

PENNSYLVANIA—1. William A. Barrett(D); 2. William T. Granahan(D); 3. Michael J. Bradley*(D); 4. John Edward Sheridan*(D); 5. William J. Green Jr.(D); 6. Herbert J. McGlinchey(D); 7. James Wolfenden*(R); 8. Charles L. Gerlach*(R); 9. J. Roland Kinzer*(R); 10. John W. Murphy*(D); 11. Daniel J. Flood(D); 12. Ivor D. Fenton*(R); 13. Daniel K. Hoch*(D); 14. Wilson D. Gillette*(R); 15. Robert F. Rich(R); 16. Samuel K. McConnell Jr.*(R); 17. Richard M. Simpson*(R); 18. John C. Kunkel*(R); 19. Leon H. Gavin*(R); 20. Francis E. Walter*(D); 21. Chester H. Gross*(R); 22. D. Emmert Brumbaugh*(R); 23. J. Buell Snyder*(D); 24. Thomas E. Morgan(D); 25. Louis E. Graham*(R); 26. Harve Tibbott*(R); 27. Augustine B. Kelley*(D); 28. Robert L. Rodgers*(R); 29. Howard E. Campbell(R); 30. Robert J. Corbett(R); 31. James G. Fulton(R); 32. Herman P. Eberharter*(D); Samuel A. Weiss*(D).

RHODE ISLAND—1. Aime J. Forand*(D); 2. John E. Fogarty*(D).

SOUTH CAROLINA—1. L. Mendel Rivers*(D); 2. John J. Riley(D); 3. Butler B. Hare*(D); 4. Joseph R. Bryson*(D); 5. James P. Richards*(D); 6. John L. McMillan*(D).

SOUTH DAKOTA—1. Karl E. Mundt*(R); 2. Francis Case*(R).

TENNESSEE—1. B. Carroll Reece*(R); 2. John Jennings Jr.*(R); 3. Estes Kefauver*(D); 4. Albert Gore*(D); 5. Harold H. Earthman(D); 6. J. Percy Priest*(D); 7. Wirt Courtney*(D); 8. Tom Murray*(D); 9. Jere Cooper*(D); 10. Clifford Davis*(D).

TEXAS—1. Wright Patman*(D); 2. J. M. Combs(D); 3. Lindley Beckworth*(D); 4. Sam Rayburn*(D); 5. Hatton W. Sumners

(D); 6. Luther A. Johnson*(D); 7. Tom Pickett(D); 8. Albert Thomas*(D); 9. Joseph J. Mansfield*(D); 10. Lyndon B. Johnson*(D); 11. W. R. Poage*(D); 12. Fritz G. Lanham*(D); 13. Ed Gossett*(D); 14. John E. Lyle(D); 15. Milton H. West*(D); 16. R. Ewing Thomason*(D); 17. Sam M. Russell*(D); 18. Eugene Worley*(D); 19. George H. Mahon*(D); 20. Paul J. Kilday*(D); 21. O. C. Fisher*(D).

UTAH—1. Walter K. Granger*(D); 2. J. W. Robinson*(D).

VERMONT—At large: Charles A. Plumley*(R).

VIRGINIA—1. Schuyler Otis Bland*(D); 2. Ralph H. Daughton*(D); 3. Dave E. Satterfield Jr.*(D); 4. Patrick H. Drewry*(D); 5. Thomas G. Burch*(D); 6. Clifton A. Woodrum*(D); 7. A. Willis Robertson*(D); 8. Howard W. Smith*(D); 9. John W. Flannagan Jr.*(D).

WASHINGTON—1. Hugh De Lacy(D); 2. Henry M. Jackson*(D); 3. Charles Savage(D); 4. Hal Holmes*(R); 5. Walt Horan*(R); 6. John M. Coffee*(D).

WEST VIRGINIA—Matthew M. Neely(D); 2. Jennings Randolph*(D); 3. Cleveland M. Bailey(D); 4. Hubert S. Ellis*(R); 5. John Kee*(D); 6. E. H. Hedrick(D).

WISCONSIN—1. Lawrence H. Smith*(R); 2. Robert K. Henry(R); 3. William H. Stevenson*(R); 4. Thad F. Wasielewski*(D); 5. Andrew J. Biemiller(D); 6. Frank B. Keefe*(R); 7. Reid F. Murray*(R); 8. John W. Byrnes(R); 9. Merlin Hull(Progressive); Alvin E. O'Konski*(R).

WYOMING—At large: Frank A. Barrett.

Senate

(Senior senator first)

ALABAMA—John H. Bankhead**(D); Lister Hill*(D)

ARIZONA—Carl Hayden(D); Ernest W. McFarland**(D).

ARKANSAS—John L. McClellan**(D); J. William Fullbright(D).

CALIFORNIA—Hiram W. Johnson**(R); Sheridan Downey*(D).

COLORADO—Edwin C. Johnson**(D); Eugene D. Millikin*(R).

CONNECTICUT—Francis Maloney**(D); Brien McMahon(D).

DELAWARE—James M. Tunnell**(D); C. Douglass Buck**(R).

FLORIDA—Charles O. Andrews**(D); Claude Pepper*(D).

GEORGIA—Walter F. George*(D); Richard B. Russell**(D).

IDAHO—John Thomas**(R); Glen H. Taylor*(D).

ILLINOIS—Scott W. Lucas*(D); C. Wayland Brooks**(R).

INDIANA—Raymond E. Willis**(R); Homer E. Capehart(R).

IOWA—George A. Wilson**(R); Bourke B. Hickenlooper(R).

KANSAS—Arthur Capper**(R); Clyde M. Reed*(R).

KENTUCKY—Alben W. Barkley*(D); Albert B. Chandler**(D).

LOUISANA—John H. Overton*(D); Allen J. Ellender(D).

MAINE—Wallace H. White Jr.**(R); Owen Brewster**(R).

MARYLAND—Millard E. Tydings*(D); George L. Radcliffe**(D).

MASSACHUSETTS—David I. Walsh**(D); Leverett Saltonstall(R).

MICHIGAN—Arthur H. Vandenberg**(R); Homer Ferguson**(R).

MINNESOTA—Henrik Shipstead**(R); Joseph H. Ball**(R).

MISSISSIPPI—Theodore G. Bilbo**(D); James O. Eastland**(D).

MISSOURI—Harry S. Truman**(D); Forrest C. Donnell(R).

MONTANA—Burton K. Wheeler**(D); James E. Murray**(D).

NEBRASKA—Hugh Butler**(R); Kenneth S. Wherry**(R).

NEVADA—Pat McCarran*(D); James G. Scrugham**(D).

NEW HAMPSHIRE—Styles Bridges**(R); Charles W. Tobey*(R).

NEW JERSEY—Albert W. Hawkes**(R); H. Alexander Smith(R).

NEW MEXICO—Carl A. Hatch**(D); Dennis Chevez**(D).

NEW YORK—Robert F. Wagner*(D); James M. Mead**(D).

NORTH CAROLINA—Josiah W. Bailey**(D); Clyde R. Hoey(D).

NORTH DAKOTA—William Langer**(R); John Moses(D).

OHIO—Robert A. Taft*(R); Harold H. Burton**(R).

OKLAHOMA—Elmer Thomas*(D); E. H. Moore**(R).

OREGON—Guy Cordon**(R); Wayne L. Morse(R).

PENNSYLVANIA—Joseph F. Guffey**(D); Francis J. Myers(D).

RHODE ISLAND—Peter G. Gerry**(D); Theodore Francis Green**(D).

SOUTH CAROLINA—Burnet R. Maybank**(D); Olin D. Johnston(D).

SOUTH DAKOTA—Chan Gurney*(R); Harlan J. Bushfield**(R).

TENNESSEE—Kenneth McKellar**(D); Tom Stewart**(D).

TEXAS—Tom Connally**(D); W. Lee O'Daniel**(D).

UTAH—Elbert D. Thomas*(D); Abe Murdock**(D).

VERMONT—Warren R. Austin**(R); George D. Aiken*(R).

VIRGINIA—Carter Glass**(D); Harry Flood Byrd**(D).

WASHINGTON—Mon C. Wallgren**(D); Warren G. Magnuson(D).

WEST VIRGINIA—Harley M. Kilgore**(D); Chapman Revercomb**(R).

WISCONSIN—Robert M. La Follette Jr.**(Progressive); Alexander Wiley*(R).

WYOMING—Joseph C. O'Mahoney**(D); Edward V. Robertson**(R).

The Retirement Pay Question

(Continued from Page 33)

careful reading for personnel desiring to understand them.

A summary of retirement procedure for enlisted personnel follows:

FOR SERVICE (DIRECT TO THE RETIRED LIST):

Enlisted men of the regular Navy and Marine Corps, upon completion of 30 years' service in the armed forces and upon their own application, are entitled to be placed on the retired list. (In time of war, an enlisted man, if he is retired, may be immediately placed on active duty on the retired list.) After retirement, such a man, while on inactive duty, draws retired pay at the rate of 75% of the base pay and 75% of longevity he was receiving on the date he was retired. For the purpose of computing service, all active duty service in the Navy, Marine Corps, Coast Guard and Army and the various reserve components thereof is counted as service with a complete enlistment during minority counting as four years. Double time is counted for the following service:

Spanish-American War, from 21 April 1898 to 11 April 1899, inclusive.

Marine Corps and Army service in Puerto Rico and Hawaii prior to 24 April 1904, from date of arrival to date of departure.

Marine Corps and Army service in China, Cuba, the Philippine Islands, Guam, Alaska and Panama, prior to 25 Aug. 1912, from date of arrival to date of departure.

FOR SERVICE (TRANSFER TO THE FLEET RESERVE):

Class F-4-C, Fleet Reserve, Navy, or Class I (b), Fleet Marine Corps Reserve:

An enlisted man in the regular Navy or Marine Corps will be transferred to this class, upon his application, if he has completed 16 years of active naval service and if he meets one of the following conditions: (1) Serving in the regular Navy or Marine Corps on 1 July 1925. (2) Having been discharged from the regular Navy or Marine Corps prior to 1 July 1925, reenlisted in the regular Navy or Marine Corps within three months from the date of discharge. (3) Serving in the Naval Reserve Force on 1 July 1925 in an enrollment entered into within four months from the date of his discharge from the regular Navy and thereafter reenlisted in the regular Navy within three months from the date of his discharge from the Naval Reserve.

While on inactive duty a member of Class F-4-C of the Fleet Reserve receives retainer pay at the rate of one-third of the base pay which he was receiving at the time of transfer plus all (not one-third) longevity pay he had accumulated up to the time of his transfer to the Fleet Reserve.

Once on the inactive list of the Fleet Reserve, his accumulation of longevity pay credit stops and never begins again unless and until he is recalled to active duty. Additional longevity pay credit is allowed for such additional active duty of Fleet Reserve and retired enlisted personnel. In addition, the Fleet Reserve pay will be increased by 10% for a man who is credited with extraordinary heroism in line of duty. In such cases, extraordinary heroism is determined under the same procedure as outlined for officers, namely the determination of the Board of Decorations, Medals and Awards.

Class F-4-D, Fleet Reserve, Navy, or Class I (c), F.M.C.R.:

Any man who can qualify for Class F-4-C, if he delays his application until the completion of 20 or more years of naval service, is transferred to Class F-4-D of the Fleet Reserve. A member of Class F-4-D, while on inactive duty, receives retainer pay at the rate of one-half the base pay he was receiving at time of transfer, plus all (not one-half) longevity pay. In addition, this pay will be increased 10% if he is credited with extraordinary heroism in line of duty or if his average marks in conduct for 20 or more years are not less than 95% of the maximum. He may not receive 20% credit for both, however.

Class F-5, Fleet Reserve, Navy, or Class I (d), F.M.C.R.:

Enlisted men of the regular Navy who first enlisted in the Navy (or Marine Corps) after 1 June 1925 or who reenlisted therein after 1 July 1925, having been out of the regular Navy (or Marine Corps) more than three months, who were not serving in the regular Navy (or Marine Corps) on 1 July 1925, may, upon application, be transferred to Class F-5 of the Fleet Reserve on the completion of at least 20 years' active duty, provided they are physically and otherwise qualified to perform duty in time of war. *Ability to perform limited duty on shore fulfills the requirements of the law.* A member of Class F-5 of the Fleet Reserve, while on inactive duty, receives retainer pay at the rate of one-half the base pay he was receiving at the time of transfer.

In computing length of service for transfer to the Fleet Reserve, there is no requirement that such service be continuous. This provision is called particularly to the attention of enlisted men of the regular Navy with broken service, that is, intermittent periods of enlistment interrupted by return to civilian life. This class of personnel has directed numerous queries to BuPers on this point, as to whether their service must have been continuous for them to rate transfer to the Fleet Reserve. The answer is no.

Another question often raised is whether all service must be in the regular Navy. No. Active duty reservist service counts, so long as other requirements are met and the person is in the regular Navy at the time of transfer.

ENLISTED PERSONNEL DISCHARGED FROM THE FLEET RESERVE:

If a man elects to be discharged from the Fleet Reserve, thereby forfeiting the benefits of the classification, there is no provision of law whereby he may claim or receive such benefits at a later date, unless he meets the requirements for reenlistment and is reenlisted in the regular Navy and later transferred to the Fleet Reserve or retired lists.

FOR SERVICE (TRANSFER TO THE RETIRED LIST VIA THE FLEET RESERVE):

Members of Class F-4 and F-5 of the Fleet Reserve and members of F.M.C.R., upon completion of 30 years' service, active and inactive, are transferred, without application, to the retired list of the regular Navy. (In wartime, any such personnel on active duty at the time would normally be immediately recalled to active duty on the retired list.) They will also be placed on the retired list prior to completion of 30 years' service if they are found not physically qualified for duty at sea or on foreign service. The retirement pay upon such transfer is the same for Class F-4 members as they were receiving as Fleet Reservists. Class F-5 members, on completion of 30 years' service, are entitled to full credit for longevity pay (that is, the 50% of their base pay is increased by 5% of base pay for each three years of service).

FOR DISABILITY:

As explained above, Fleet Reservists found incapacitated for duty are transferred to the retired list, regardless of whether they have completed 30 years' service. Disabled enlisted personnel eligible for the Fleet Reserve, under current procedure usually are transferred to the Fleet Reserve and thence to the retired list at the rates of pay outlined under retirement for service, provided they so request.

Regular Navy enlisted personnel whose service does not put them within reach of transfer to the Fleet Reserve are, if disabled in line of duty, discharged from the service and turned over to the Veterans Administration for compensation.

Any enlisted man who has served in the Navy or Marine Corps, or both, for a total of not less than 20 years active duty, and who has not been discharged for misconduct, may, in lieu of being provided with a home in the Naval Home at Philadelphia, apply for relief under Section 4756, Revised Statutes. If granted, relief is a sum equal to one-half the pay of the applicant's rating at the time of discharge. This pension will not be awarded to any person who is in receipt of a pension from the Veterans Administration. In any case where a naval pension is awarded under Section 4756, Revised Statutes, and the pensioner subsequently applies for a regular pension from the Veterans Administration, the Veterans Administration will permit the individual concerned to elect which pension he desires to receive.

An enlisted man who has served in the Navy or Marine Corps, or both, for not less than 10 years active duty, and who has not been discharged for misconduct, may, if not receiving a pension from the Veterans Administration, apply for relief under Section 4757, Revised Statutes. Upon application, SecNav is authorized to convene a board of not less than three naval officers, one of whom is to be a surgeon, to conduct an examination and to recommend a suitable amount of relief and for a specified period of time. The relief granted by this section is presently ranged from $2.00 to $8.00 per month. Opinion has been requested from the Judge Advocate General, however, as to whether or not $8.00 is the highest award that can be made.

RETIRED ENLISTED PERSONNEL OF THE REGULAR NAVY AND MARINE CORPS ON ACTIVE DUTY:

Enlisted personnel retired after 30 years' active service upon return to inactive duty on the retired list retain the highest enlisted rating attained while on active duty, with the retired pay thereof.

Ex-Fleet Reservists on the retired list when subsequently released to inactive duty revert to the rating and classification held at the time of original transfer to the Fleet Reserve, with longevity pay credit for additional active duty.

FLEET RESERVE PERSONNEL OF THE REGULAR NAVY AND MARINE CORPS ON ACTIVE DUTY:

This class of personnel returns to inactive status in the Fleet Reserve in the ratings held upon original transfer to the Fleet Reserve, plus longevity pay credit for additional active duty performed since original transfer to the Fleet Reserve, unless retired in the temporary rank held on active duty because of physical disability.

Legislation designed to make permanent the temporary higher wartime enlisted ratings of Fleet Reservists on active duty is now pending in Congress (H. R. 1822).

INSULAR FORCE PERSONNEL

In addition to the above classes of naval personnel, the men of the insular force of the U. S. Navy, who are natives of the Philippines and Guam, also are eligible for the Fleet Reserve or the retired list if they meet the service requirements. Their pay, base and longevity, is one-half that of regular Navy personnel, and their Fleet Reserve and retired pay is correspondingly one-half that of regular personnel.

The insular force was established by an Executive Order of 5 April 1901 and has been a part of the naval service ever since.

ENLISTED PERSONNEL OF THE NAVAL RESERVE AND MARINE CORPS RESERVE

FOR SERVICE:

Unless they are eligible for retirement otherwise, enlisted men of the Naval Reserve and Marine Corps Reserve are placed on the honorary retired list without pay or allowance upon reaching the age of 64 or upon their own request after completion of 20 or more years' active or inactive service in the reserve. Under the terms of the Naval Reserve Act, service in the Naval Reserve includes service in the Army, Navy, Marine Corps, Coast Guard, Naval Auxiliary Service, Naval Reserve Force, Naval Militia, National Naval Volunteers, Naval Reserve, Marine Corps Reserve Force, and Marine Corps Reserve.

For the latest regulations on longevity pay, which may affect retirement pay, see page 73.

Enlisted men of the honorary retired list who have performed a total of not less than 30 years' active service in the reserve as that term is defined above, or who have had not less than 20 years' active duty service, the last 10 years of which was performed during the 11 years immediately preceding their transfer to the honorary retired list, are, except while on active duty, entitled to pay at the rate of 50% of their active duty base pay and 50% of their longevity pay.

FOR DISABILITY:

There is no *Navy* retirement pay for physical disability for enlisted reservists who are not eligible for retirement for service. Such personnel, however, are fully protected by the Veterans Administration. The procedure is to discharge them from the Navy (but only after full hospitalization and observation) so that they may apply to the Veterans Administration for disability pensions.

Reservists who *are* entitled to retirement with retirement pay have the same privilege of election of either accepting discharge and applying to the Veterans Administration or accepting retired disability pay under the same provisions outlined for personnel of the regular Navy.

CIVIL SERVICE AND MILITARY OR NAVAL SERVICE:

The question has been asked whether Civil Service with a Federal Government agency may be counted for transfer to the Fleet Reserve, the Fleet Marine Corps Reserve, the retired list of the regular Navy or regular Marine Corps, or the honorary retired lists of the Reserves. The answer is definitely NO.

COAST GUARD

Because retirement laws and regulations affecting the Coast Guard differ substantially in many respects from the Navy and the Marine Corps, they are presented separately in the following summary:

COMMISSIONED AND WARRANT OFFICERS OF THE REGULAR COAST GUARD

FOR SERVICE:

Upon his own application, an officer of the regular Coast Guard may be retired, after 30 or more years of active service. If application is approved, he is transferred to the retired list at 75% of the pay and increase of his grade (i.e., 75% of base pay and 75% of longevity) at time of retirement. The same rate of retired pay prevails for the compulsory and automatic retirement of officers upon reaching age 64. Rank on the retired list is that of the permanent grade at the time of retirement.

There are, however, exceptions to the above:

(1) Officers specially commended by SecNav for performance of duty in actual combat, as outlined in naval officer retirement, may be retired at next higher grade with retired pay of their permanent grade.

(2) Upon retirement after 40 years of service, before age 64, retiring officers are advanced one grade with retired pay of the higher grade. This one provision does not apply to chief warrant officers and warrant officers.

(3) When retiring, if, at age 64 and serving under an appointment pursuant to the Temporary Promotion Act; or if disabled in line of duty while serving in a higher rank pursuant to the Temporary Promotion Act, officers are retired in the grade of their temporary higher rank with the retired pay of that higher rank.

(4) If retiring for any reason other than physical disability while serving under an appointment pursuant to the Temporary Promotion Act or when retiring, if having served under an appointment pursuant to the Temporary Promotion Act, officers are retired with highest rank held while on active duty, and with retired pay of permanent grade held at time of retirement.

(5) When retiring, if they served in the Coast Guard during the First World War, they are placed on the retired list with the highest grade held during that war (unless they attained a higher grade later), with retired pay of permanent grade at time of retirement.

(6) When retiring, if they have served in any capacity as a member of military or naval forces prior to 12 Nov. 1918, they are entitled to retired pay of 75% of active duty pay at time of retirement (i. e., 75% of base pay and 75% of longevity).

FOR DISABILITY:

If found by a retiring board to be incapacitated for active service because of service-connected disability or infirmities of age, Coast Guard officers may be retired at 75% of the base pay of their grade at time of retirement including 75% of longevity. See exception (3) above if retired for disability while serving in a higher rank pursuant to the Temporary Promotion Act.

RETIRED OFFICERS ON ACTIVE DUTY:

Same provisions as for officers of the regular Navy and Marine Corps.

OFFICERS OF THE COAST GUARD RESERVE

FOR SERVICE:

The present Coast Guard Reserve was created early in 1941, and there are no provisions for retirement of Reserve officers for service.

FOR DISABILITY:

The same provisions prevail here as for officers of the Naval Reserve.

ENLISTED MEN OF THE REGULAR COAST GUARD

FOR SERVICE:

Regular Coast Guard enlisted men may be retired upon their own application after 30 years of active service, or automatically upon reaching age 64, at 75% of their base pay plus longevity, in the permanent rating held at time of retirement. They are eligible for retirement at higher grade or rating, or pay, if they meet any of the conditions listed in exceptions (3), (4) and (5) under retirement of regular officers for service.

Enlisted men of the Coast Guard also may be retired upon their own application after 20 years of active service at 2½% of the total of their base pay and longevity, multiplied by the number of years of active service.

FOR DISABILITY:

Enlisted men serving under regular enlistments in the regular Coast Guard are eligible for retirement for service-connected disability at 75% of base pay plus longevity, unless eligible for retirement in higher rating or grade, or pay, under exceptions (3), (4) and (5) listed under retirement of regular officers for service.

SPECIAL TEMPORARY ENLISTMENTS AND ENLISTED PERSONNEL OF THE COAST GUARD RESERVE:

There are no provisions for retirement for service for these classes. In cases of disability in line of duty, personnel in these clases are discharged from the Coast Guard for action of the Veterans Administration.

WHEN IS COAST GUARD SERVICE COUNTED AS NAVAL SERVICE?

Service in the Coast Guard counts as naval service ONLY IN TIME OF WAR. Current wartime service of the Coast Guard began 1 Nov. 1941 by authority of Executive Order 8929.

Wartime service in the Coast Guard qualifies as armed-forces service for purposes of retirement of Navy or Marine Corps enlisted personnel, that is, for transfer to the retired list after 30 years or more active service.

Coast Guard service, whether or not under the Navy, may be counted in computing time for retirement when "service" only as distinguished from "naval service" is involved.

Coast Guard service, wartime or peacetime, may NOT be counted by regular Navy or Marine Corps enlisted personnel toward transfer to the Fleet Reserve of Fleet Marine Corps Reserve, although it may be counted toward transfer to the honorary retired list of the Naval Reserve.

NAVY NURSES

NAVY NURSE CORPS (REGULAR)

Retirement procedure for Navy nurses is administered by BuMed, subject to final approval by SecNav.

FOR SERVICE:

Members of the Navy Nurse Corps may, upon their own application, request retirement after 30 years of active service or, if they have reached the age of 50 years, after 20 years of active service. Their retired pay is 3% of the total annual active duty pay (including longevity) they were receiving at time of retirement, multiplied by the number of years of service rendered prior to retirement, but not exceeding 75% of such annual active duty pay. A fractional period of six months or more is considered a full year.

At this time, there is no maximum age for retirement of Navy nurses. Proposals for setting retirement ages in grade are now pending before SecNav.

For the purpose of computing eligibility for retirement and retired pay, all active service in the Army or Navy Nurse Corps, active service as contract nurse prior to 2 Feb. 1901, and service as a reserve nurse on active duty since 2 Feb. 1901, is counted.

FOR DISABILITY:

The Surgeon General orders the nurse before a board of medical officers in BuMed and upon approval of SecNav, she is retired with 75% of her active duty pay at time of retirement (i. e., 75% of base pay and 75% of longevity).

IN BEST INTEREST OF THE SERVICE:

When retired at the instigation of the Surgeon General or her commanding officer in the best interest of the service, a nurse's retirement pay is based upon the same rates as for service (outlined above).

NAVY NURSE CORPS (RESERVE)

FOR SERVICE:

Same as for regular nurses. Present reserve nurses, however, are on temporary service, and it is expected that those remaining in the service after the war will be transferred to the Nurse Corps of the regular Navy.

FOR DISABILITY:

Same as for regular nurses.

IN BEST INTEREST OF THE SERVICE:

Same as for regular nurses.

DISABILITY BENEFITS FROM THE VETERANS ADMINISTRATION

In general, disability benefits are available from the Veterans Administration to all veterans of the armed forces who are partially or totally disabled by reason of disability incurred in or aggravated by service in line of duty, whether discharged or retired from active service for disability or for some other legally recognized reason "under conditions other than dishonorable."

Not entitled to Veterans Administration pensions are persons discharged or dismissed by sentence of a general court martial, or as conscientious objectors who refuse to wear the uniform or otherwise to comply with lawful orders of competent military authority, or as deserters, or (if officers) by the acceptance of resignations for the good of the service. There is a provision that if at the time of the commission of the offense "such person was insane, he shall not be precluded from benefits to which he is otherwise entitled under the laws administered by the Veterans Administration, nor do these limitations apply to any war risk, Government (converted) or National Service Life Insurance policy."

As previously pointed out in this article, an eligible veteran may waive retired pay in favor of disability pension from the Veterans Administration.

Discharge from the service for disability in line of duty is carried out, following hospital treatment or observation, upon recommendation of a board of medical survey approved by BuMed and BuPers or Commandant, Marine Corps.

In order to meet the needs of veterans of this war who have valid claims for disability pension benefits, the Veterans Administration has streamlined its machinery, including the establishment of nine area offices (each covering the same territory as the equivalent Army Service Command), to expedite the handling of claims.

Briefly, the claims procedure of the Veterans Administration works like this:

(1) The veteran is discharged for disability.

(2) At time of discharge, he files his claim for a disability pension on V. A. Form 526. (The form is given the veteran at naval hospital or the discharge center, to be filled out on the spot).

(3) The pension claim and copies of the medical records are immediately forwarded by the naval hospital or discharge center to the V. A. area office in the continental Army Service Command in which the hospital or discharge center from which he is discharged is located.

(4) If a valid service-connected disability is recognized, the disease or injury in question (if of pensionable degree) may be rated from 10% to 100% under the governing schedule, depending upon the degree of impairment shown to exist. The veteran may enter an appeal from the decision rendered in his case provided his request for consideration of the issue by the Board of Veterans Appeals, Washington, D. C., is received by the Veterans Administration within one year from the date of the letter of notification to the veteran informing him of the decision rendered.

(5) Area office notifies veteran of its decision and informs him that any correspondence thereafter should be addressed to the V. A. regional office at ....., where his records are being transferred for permanent retention. The veteran also is told of his rights of appeal.

(6) If granted a pension, the veteran receives his first pension payment within a few weeks, or earlier.

(7) The regional office retains the records and takes any necessary action in event the claim is reopened, as long as the veteran resides in that territory. If he moves to territory served by another regional office, his file is transferred.

The area offices, which are branches of the V. A. central office in Washington, are not to be confused with the permanent V. A. regional offices. Area offices are limited to initial claims actions only, in the cases of enlisted personnel discharged for disability who file an application for disability pension at time of discharge and who are not transferred to a Veterans Administration facility for further treatment. If a claim is filed for disability pension at any time other than immediately upon discharge, the Form 526 should be filed with or dispatched direct to the regional office having jurisdiction over the veteran's home address, which office will proceed to obtain the essential service data and render a decision.

Officers who are discharged for disability or are otherwise released from the active service may file application for disability pension with the V. A. and have their pension rights determined by the regional office having jurisdiction over the applicant's home address.

The nine area offices are located at the following addresses:

No. 1	17 Court St., Boston 8, Mass.
No. 2	120 Wall St., New York 5, N. Y.
No. 3	10 N. Calvert St., Baltimore 2, Md.
No. 4	20 Houston St. N. E., Atlanta 3, Ga.
No. 5	8 E. Chestnut St., Columbus 15, O.
No. 6	610 S. Canal St., Chicago 7, Ill.
No. 7	Old U. S. Custom House, St. Louis 1, Mo.
No. 8	1000 Main St., Dallas 2, Texas.
No. 9	140 Montgomery St., San Francisco 4, Calif.

The regional offices now total 53, and are distributed in such a manner as to cover conveniently all parts of the country.

These area and regional offices between them are exerting every effort to render the best possible service to the veterans and dependents of our latest wars and those of the regular service establishments who wore the uniform other than in time of war.

Cases from the field come to Washington as occasion may require for administrative review or consideration of an appeal.

In adjudicating the cases of World War II veterans, a rating schedule, based upon average impairments in earning capacity from specific injuries or combination of injuries, is employed.

Based upon an evaluation of 10% impairment, the rate of pension payable is $11.50 monthly. For service-connected disability evaluated at 100%, the rate of pension is $115.00 monthly. In addition, there are special monthly allowances authorized by law for specific loss or loss of use of functions of the body. In the very exceptional case, disability pension benefits may be awarded in the maximum amount of $265.00 monthly.

The above rates are for disability incurred in the present war. The rates for disability incurred in service other than in time of war are approximately 75% of those payable for war injuries or diseases.

For a veteran of this war to be entitled to receive a Veterans Administration pension, the disease or injury of pensionable degree must be incurred in or aggravated by active service in the Army, Navy, Marine Corps or Coast Guard on or after 7 Dec. 1941, with the war period considered extended until the cessation of hostilities as proclaimed by a concurrent resolution of Congress or a proclamation of the President of the United States.

World War II veterans who had honorable active service of 90 days or more or who were discharged for disability incurred in service in line of duty after less than 90 days service, are now eligible to receive pension benefits of $50 monthly for permanent total disability not the result of willful misconduct or vicious habits and regardless of the service origin of the disabling condition, unless by reason of the amount of annual income there is a bar to entitlement, the amounts being in excess of $1000 if a single person without dependents or over $2500 in the case of a married person or one with minor children. The rate of pension under Regulation 1 (2), Part III, as amended, will be $60 monthly if the veteran is rated permanent total and in receipt of pension for a continuous period of 10 years or, if permanent total, reached the age of 65 years.

What's Your Naval I. Q.?

1. When Admiral David G. Farragut, USN, gave the now famous command (at Mobile Bay, 1864): "Damn the torpedoes. Full speed ahead," he was not referring to torpedoes as we know them today. To what was he referring?

2. In bending a heaving line to a hawser, which is preferred: (a) clove hitch, (b) timber hitch, or (c) rolling hitch?

3. What officer is responsible for the daily winding of the ship's chronometers?



4. Identify this distinguishing mark.

5. Is a pelican hook (a) the hook on the bill of a pelican, (b) a fish hook, or (c) a hinged hook held together by a ring?

6. A "Paddy's hurricane" is: (a) dead calm, (b) not enough wind to float the pennant, (c) a hurricane of short duration, (d) a type of storm peculiar to the Irish sea?

7. What types of naval vessels are designated by the following: (a) YNg, (b) YRD(M), (c) YPD, (d) LCI(G), (e) YTT?

8. What are the "Rules of the Road"?

9. What are sister ships?

10. Identify these planes:



11. By Act of Congress battleships of the U. S. Navy *must* be named for the States of the Union. True or false?

12. If necessary, may a salute be given with the left hand?

13. Prominent in recent news dispatches were the following places: (a) Corigara, (b) Ngeregong, (c) Ormoc, (d) Tromse fjord, (e) Ulithi. Can you locate them?

14. Who said "Don't give up the ship"? When?

15. What differentiates a U. S. light cruiser from a heavy cruiser?

(Answers on Page 72)

Legislative Matters of Naval Interest

The President has designated Vice Admiral Jonas H. Ingram, USN, as Cinclant, with the rank of admiral, and Rear Admiral William R. Munroe, USN, as commander 4th Fleet, with the rank of vice admiral.

Recess appointments, made by the President pending Senate approval, follow:

• To be vice admiral:

Howard L. Vickery, USN.

David W. Bagley, USN, to continue while serving as Commander Hawaiian Sea Frontier (replacing appointment as vice admiral held while serving as Commander Western Sea Frontier).

• To be rear admiral:

Harry L. Merring, USN (Ret), until detached as deputy chief of Industrial Readjustment Branch, Office of Procurement and Material.

• To be commodore:

Milton O. Carlson, USN; Henry C. Flanagan, USN; John G. Moyer, USN; Homer W. Graf, USN; Clifford G. Richardson, USN; Herbert B. Knowles, USN; Thomas B. Brittain, USN; Donald W. Loomis, USN, and John B. McGovern, USN, until detached as commanders of transport squadrons.

Irving H. Mayfield, USN, until detached as chief of staff to Commander South Pacific Force.

Francis W. Scanland, USN, until detached as Commander NT&DC, San Diego, Calif.

Otto M. Forster, USN, until detached as Commander, NT&DC Shoemaker, Calif.

Paulus P. Powell, USN, until detached as chief of staff to Commander 3rd Amphibious Force.

Thomas P. Jeter, USN, until detached as chief of staff to Commander Battleships, Pacific Fleet.

Arleigh A. Burke, USN, until detached as chief of staff to Commander Fast Carrier Task Force, Pacific Fleet.

Edwin D. Foster, (SC) USN, while serving as aviation supply officer and supply officer-in-command, Naval Aviation Supply Depot, Philadelphia.

Vernon F. Grant, USN (Ret), until detached as Commander Naval Air Bases, Guam.

Cyril T. Simard, USN, until detached as Commander Naval Air Bases, 13th Naval District.

Walter F. Boone, USN, until detached as Commander Naval Air Bases, 12th Naval District.

William M. Angas, (CEC) USN; Andrew G. Bisset, (CEC) USN, and John R. Perry, (CEC) USN, until detached as officers-in-charge of naval construction brigades.

Harold M. Martin, USN, until detached as chief of staff and aide to Commander Air Force, Atlantic Fleet.

Russell M. Ihrig, USN, until detached from staff of Commander-in-Chief, U. S. Pacific Fleet and Pacific Ocean Areas.

Jerauld Wright, USN, until detached as an amphibious group commander.

Merrill Comstock, USN, until detached as chief of staff to Commander Submarine Forces, Pacific.

Albert L. Swasey, CC-V(S) USNR (Ret), until detached from duty in BuShips.

James B. Carter, USN, until detached as assistant chief of staff (operations) to Commander-in-Chief, Pacific Fleet and Pacific Ocean Areas.

Valentine H. Schaeffer, USN, until detached as chief of staff to Commander 7th Fleet.



Bulletin (NTC, Great Lakes)

I-WITNESS

Slow Train To Noumea

By Lieut. R.E.G., USN,

Commanding, USS Chetco

In October of last year the Chetco departed from an East Coast port with three tows for Australia. The initial leg of the journey to Panama was a shakedown cruise, as the Chetco had been acquired from the merchant marine only a few days prior to departure.

At Panama it was decided to send the Chetco direct to New Caledonia, nonstop. Maximum supply of food, water and fuel was obtained and on 27 October the Chetco departed with four tows, a PC having been added to the tow. Plans were made to complete the trip in 60 days. The tow was about 5,000 feet in length, and it would be necessary to refuel from the tow. Shortly after departing the PC required urgent medical assistance and slipped her tow and returned to port. The trip was continued without her.

It had been planned to refuel from the tow during calm seas; but a choppy sea persisted, and so the first refueling operation was conducted under adverse weather conditions and required about 24 hours to complete. Again, after about 40 days out, it was decided to refuel, as a calm sea existed. The second refueling required only a few hours, as we were able to get alongside and use two pumps, one of which was a handy-billy which had been altered so as to be water cooled.

Fresh water was our major problem. No evaporators had been installed and our supply was limited. After a few days out it was discovered that the seams in the stern had opened and that the two after fresh water tanks had changed to salt water. It was necessary to stop all personal use of fresh water. Water was used only for cooking and the cooling of the engines. Deck drains were altered to enable us to catch rain water in cans. However, it seldom rained. Full beards were prominent.

Bad luck again befell us after about six weeks out. Squally weather and rough seas set in and the towing hawser, 12-inch manila, carried away between the first and second tow. This occurred just at nightfall and recovery operations were conducted throughout the night, hampered by rough seas and torrents of the rain we had been praying for a few hours before. Now all thoughts of fresh water were gone. Tow was recovered just prior to daylight and the journey resumed at slow speed. Bad weather continued for the next 10 days and speed was slow. Before the trip was completed there were three more losses of the tow and subsequent recoveries. Incidentally, the Chetco cannot boast of a towing engine, only a small capstan.

Our food supply proved inadequate and the last few days the menu consisted of hardtack, applesauce and ham. The last day it was applesauce.

On 2 January, we arrived at Noumea, thus completing 67 days at sea and having traversed 7,200 miles of water. No cheering crowds greeted us—but 30 bags of Christmas mail did.

WHAT	WHO IS ELIGIBLE	HOW OBTAINED
WELFARE AND RECREATION ALLOTMENT Allotment of funds under appropriation "Welfare and Recreation, Navy"	All Navy and Marine Corps activities including Navy vessels manned by Coast Guard personnel	1. NAVAL VESSELS: (a) Vessels assigned to the Fleet; BuPers provides annual allotment. (b) Vessels assigned to naval districts or bases; from the command to which assigned by reallocation. 2. NAVAL DISTRICTS, RIVER COMMANDS, AIR FUNCTIONAL TRAINING COMMANDS: From BuPers upon request. (a) Naval activities assigned to naval districts, river commands and air functional training commands by reallocation from command to which assigned. 3. MARINE CORPS ACTIVITIES: (a) Within naval districts by reallocation from the commandant of the naval district. (b) Fleet Marine Force by reallocation from the Commandant of the Marine Corps. 4. ADVANCE BASE UNITS: Upon request to BuPers prior to departure from U. S., initial allotment is granted. (Except LIONS, CUBS, ACORNS, STANDARD LANDING CRAFT UNITS, and PT-BOAT BASES which are granted automatically by BuPers upon promulgation of movement order by CNO). Annual allotment is granted by fleet or area commander. 5. CONSTRUCTION BATTALIONS: Prior to embarkation from the United States, construction battalions are granted their commissioning allotments by either the U. S. Naval Construction Replacement Depot, Camp Parks, Shoemaker, California, or U. S. Naval Construction Training Center, Camp Elliott, Davisville, Rhode Island. After departure from the continental U. S. construction battalions receive their welfare and recreation allotment from the fleet or area commander to which they are assigned. 6. FLEET AND AREA COMMANDERS: Upon request to BuPers. 7. AIR ACTIVITIES ASSIGNED TO THE FLEET: Air groups, squadrons, and units are granted allotments by reallocation from ComAirLant and ComAirPac. NOTE: Coast Guard vessels and activities obtain allotments through District Coast Guard Officer under appropriation "Pay and Allowances, 1750900.004, Coast Guard, subhead 27."
SPORTS, GAMES, AND MUSIC EQUIPMENT	All Navy, Marine Corps and Coast Guard Activities	A. NAVY ACTIVITIES 1. Forces Ashore: Use BuS&A Requisition Form 76. Request in writing to SOinC of nearest of following Naval Supply Depots: Newport, R. I.; Bayonne, N. J.; Norfolk, Va.; New Orleans, La.; Oakland, Calif.; Seattle, Wash.; San Diego, Calif.; Pearl Harbor, T. H. (Requests in excess of $1,000 must be forwarded to BuPers for approval). 2. Forces Afloat (including naval vessels manned by Coast Guard personnel): Same as above but use BuS&A Requisition Form 44. (Area commander designates channels through which requisition goes to SOinC.) B. COAST GUARD ACTIVITIES Apply to morale officer of district to which activity is attached. C. MARINE CORPS ACTIVITIES (1) Purchases wih official funds made through nearest purchasing quartermaster using BuS&A Requisition Forms 76 or 76A. (2) Purchases with unofficial funds made direct from naval supply depots: if above $1,000 via BuPers.
V-DISC KITS 12" Phonograph records of music designed to suit all tastes	All Navy, Marine Corps and Coast Guard activities outside United States; hospitals within the United States treating battle casualties	Submit request to BuPers.
AFRS TRANSCRIPTIONS 16" phonograph records of transcriptions of major radio network shows, and special talent programs manufactured to play on turntable which turns at 33⅓ rpm.	All Navy, Marine Corps and Coast Guard activities outside the United States	Activities outside the United States submit request to either Commander, Service Force, Atlantic Fleet; Commander, Subordinate Command, Service Force, Pacific Fleet, or nearest fleet motion-picture exchange.
PERIODICAL SUBCRIPTIONS Subscriptions to magazines are the responsibility of each activity. There is no package distribution of magazines. SPECIAL ATTENTIDN invited to "Notes" on this subject.	All Navy, Marine Corps and Coast Guard Activities	A. NAVY ACTIVITIES If to be paid under appropriation, "Welfare and Recreation, Navy," or appropriation, "Ship's Stores Profits," submit requisition to nearest Navy purchasing office. If to be paid with ship or station unappropriated welfare funds, place order direct with publisher or distributor. B. COAST GUARD ACTIVITIES Ordered by commanding officer direct from publisher or distrihutor. C. MARINE CORPS ACTIVITIES (1) Purchased by quartermaster out of general funds for activity when formed. (2) If to be paid with official funds requisitions to be submitted to nearest Marine purchasing quartermaster. (3) If to be paid with unofficial funds place order direct with publisher or distributor.
LIBRARY BOOKS	All Navy and Marine Corps activities including navy vessels manned by Coast Guard personnel	Commissioning libraries supplied by BuPers to all units. Monthly shipments of hard-backed books are made generally by mail without request to all units of more than 100 personnel. Paper-backed Armed Services Editions of 32 to 40 titles mailed monthly at the rate of one set to each 150 men of crew to all units afloat and overseas, not within continental U. S. Replacement of worn-out material should be requested from BuPers. Marine Corps units formerly supplied through field depots are now supplied direct.
USO-CAMP SHOWS, INC. On Shore Within U. S.: Victory Circuit Blue Circuit White Circuit (west coast), 11th, 12th, 13th NDs. Hospital Circuit Hospital Sketching Circuit Overseas	All Navy, Marine Corps and Coast Guard activities, complements of 1,500 or over All Navy, Marine Corps and Coast Guard activities with complements of less than 1,500 Those hospitals carrying a preponderance of Navy, Marine Corps and Coast Guard personnel deemed eligible by BuMed All Navy, Marine Corps and Coast Guard activities ashore and afloat sharing equitably with Army	By request from the commanding officer to the commandant of the district involved, stating complement, facilities and desired frequency of performance. Once declared eligible for the hosoital circuit or hospital sketching circuit, acceptance of subject entertainment and details pertaining thereto should be handled by the medical officer in command directly with USO-Camp Shows, Inc. with information eopy to the Chief of Naval Personnel. Through contact by naval area commander with commanding general of same area. All routings of overseas units handled by Army.
SHIP AND STATION PAPERS	All Navy, Marine Corps and Coast Guard Activities	By request through official channels to SecNav via Chief of Naval Personnel.
ENTERTAINMENT MOTION PICTURES	All Navy, Marine Corps and Coast Guard Activities	1. Outside Continental United States (a) 35-mm. Navy Motion Picture Service—Obtain film from nearest fleet motion-picture exchange or sub-exchange. (b) 16-mm. (not available to activities and vessels equipped with 35-mm. projectors)—obtain through nearest Navy or Army overseas 16-mm. motion-picture film exchange or sub-exchange. 2. Within Continental U. S. (35-mm. only) (a) Vessels in port. (1) Navy Motion Picture Service—Obtain film from nearest shore-based motion-picture exchange or sub-exchange, or nearest fleet motion-picture exchange or sub-exchange. (b) Shore activities (1) Optional Naval District Motion Picture Plan (2) Navy Motion Picture Service—Obtain film from Navy Motion Picture Exchange, New York, N. Y. or Navy Motion Picture Exchange, San Diego, Calif.
MOTION PICTURE PROJECTION EQUIPMENT	All Navy, Marine Corps and Coast Guard Activities	A. NAVY ACTIVITIES Ships and shore activities are supplied 35-mm. and 16-mm. projection equipment in accordance with an authorized allowance list. Activities not so supplied may submit requests to BuShips for consideration. Replacements by official request to BuShips. Requests involving 16-mm. equipment should go via BuPers. B. COAST GUARD ACTIVITIES under the jurisdiction of a District Coast Guard Officer will submit requests for motion-picture projection equipment to the district morale officer. C. MARINE CORPS ACTIVITIES will send requests for 16-mm. equipment to Quartermaster General of the Marine Corps: for 35-mm. to BuShips via Commandant Marine Corps.

:QUIPMENT - HOW TO GET THEM

METHOD OF PAYMENT	REFERENCE	NOTES
	BuPers Manual, Art. E-7401 to E-7411, incl. BuPers ltr. Pers-524-gm L1-2-150 of 8 June 1944. BuS&A Manual, Art. 940. Circ. Ltr. No. 132-42 (corrected) (NDB, cum. ed., 31 Dec. 1943.) Circ. Ltr. No. 163-42 (corrected) (NDB, cum. ed., 31 Dec. 1943.)	Naval vessels to be commissioned receive their allotments from BuPers as follows: destroyers and larger, 3 months prior to the commissioning date; other vessels, 1 month prior to the commissioning date. BuPers allots annually a lump sum to the Commandant of the Marine Corps for reallocation to units of the air and ground personnel of the Fleet Marine Force. BuPers grants direct allotments to naval vessels in commission and manned by Coast Guard personnel in the same manner as other naval vessels. The allotments granted fleet and area commanders are to provide for the welfare and recreational needs of their staffs, construction battalions, base hospitals, advance base units, (including craft attached thereto) and other naval establishments under their command.
vy—Charge to Appropriation, "Welfare and Recreation. vy," or "Ship's Store Profits," or purchase with unappro-ated "Welfare" funds by check drawn in favor of Treasurer the United States. ast Guard—Charge to Appropriation Pay and Allowances, 50900.004, Coast Guard, Sub Head No. 27; or purchase h unappropriated "Morale" funds by check drawn in favor Treasurer of the United States. rine Corps—Charge to Appropriation "Welfare and Rec-tion, Navy"; or purchase with unappropriated "Recreation" ds by check drawn in favor of Treasurer of the United tes.	(a) Joint ltr. Pers-1012-PL P10-(A) BuS&A No. P10-1(3) of 16 July 1943. (b) Sports — Games — Music Catalog; Navy, Coast Guard, Marines. (c) Coast Guard Hq. Circular 209.	Newest edition of the catalogue will be distributed about 1 Jan. 1945 to all ship and shore activities in commission on that date. Requests for additional copies should be addressed to BuPers.
ne as for "Sports, Games, and Music Equipment" above.	BuPers Circ. Ltr. 154-44 (NDB, 31 May 1944, 44-631).	All kits in one monthly release of V-Dises contain the same assortment of 20 records each.
side United States, no charge,	BuPers Circ. Ltr. 236-44 (NDB, 31 Aug. 1944, 44-1001).	Turntables attached to 35 mm. strip film projector will play AFRS transcriptions. A limited quantity of turntables are distributed through the two service forces. The number of transcriptions available for distribution is limited.
ne as for "Sports, Games and Music Equipment," above, pt checks (drawn on unappropriated funds) to be made able to publisher or distributor,	BuS&A Manual, Art. 1086, par. 41. BuS&A Manual, Art. 1550.	For selection of magazines and newspapers attention is directed to SecNav ltr. P9-1 of 24 Aug. 1944 (NDB, 31 Aug. 1944, 44-962). The following magazine overseas editions are published: New Yorker, Time, Life, Newsweek, The Infantry Journal, Inside Detective, Modern Screen, Reader's Digest, The Sporting News. New York Times Overseas Weekly is available where printed overseas. Mats sent airmail overseas to such points as Army and Navy may designate for reproduction by Army or Navy where letterpress is available. Or copies may be obtained from N. Y. Times direct (write Times for details).
nout charge.	BuPers Manual, Part E. Chapter 6.	Armed Services Editions (paper-bound books) are provided for recreation and are expendable. They should be passed from man to man. Books may be exchanged between libraries by mutual agreement. Non-receipt of books should be reported to BuPers.
nout charge, nout charge, nout charge,	(a) BuPers ltr. NAV-1477-jbs P10-2(60) of 27 March 1942. (b) BuPers ltr. Pers-2232-EC P10-2(60) of 14 Oct. 1942. (c) BuPers ltr. Pers-2231-MT P10-2 of 2 June 1943. (d) BuPers ltr. Pers-2231-VD P10-2 of 24 June 1943. (e) BuPers ltr. Pers-521-oh P10-2 of 3 Dec. 1943. (f) BuPers ltr. Pers-521-oh P10-2 of 24 April 1944. (g) BuPers ltr. Pers-521-sf P10-2 of 29 April 1944. (h) BuPers ltr. Pers-51-REB N33 of 5 Sept. 1944. (i) BuPers Circ. Ltr. No. 216-44 Pers-5-RI P21 dated 31 July 1944 with encl. 1, Joint Statement of Policy of Secretaries of War and Navy of 5 July 1944.	Transportation as specified in ref. (e) and (h). Hospital Circuit: Transportation as specified in ref. (g). Hospital Sketching Circuit: Transportation as specified in ref. (f). Army furnishes transportation to and from area. Local transportation within area, meals and housing accommodations furnished by naval activity serviced.
al appropriation, "Welfare and Recreation, Navy," from s store profits or from unappropriated funds.	(a) BuPers Manual E-7601 through E-7604 (as corrected by BuPers Manual Circ. Ltr. No. 24-44 of 15 April 1944).	
harge for duration of present war to all ships and activi-outside continental U. S. um. film is the gift of the motion-picture industry to armed forces thru the War Activities Committee. ient for film under Optional Plan direct to commercial exchanges from unappropriated funds. ctivities within continental U. S.: isments for Navy Motion Picture Service from either priated or unappropriated funds.	(a) Instructions, Navy Motion Picture Film and Projecting Equipment, 1940. (b) BuPers Manual, Part E, Chapter 7, Sec. 3. (c) BuPers ltr. Pers-2217-MT S85-1 of 17 June 1943. (d) BuPers ltr. Pers-51131-sf EN4-3(P) of 28 Sept. 1944. (e) BuPers Circ. Ltr. 242-44 (NDB, 31 Aug. 1944, 44-1005). (f) BuPers ltr. Pers-511-VD S85-1 of 22 Sept. 1944. (g) BuPers ltr. Pers-2231-oh S85-1 of 28 Aug. 1943. (h) Article 1443, Advance changes U. S. Navy Regs., Op13-1C-jc, Ser. 315013, 15 Sept. 1944 (NDB, 15 Sept. 1944, 44-1052).	The success of the Navy Motion Picture Service which supplies 35-mm. film depends upon the rapidity with which motion picture programs are circulated. Failure to keep programs moving will result in bogging down of the entire system. Plans are now being formulated for the establishment of naval liaison units in all Army overseas motion-picture exchanges, and such additional Navy exchanges as may be necessary to properly service naval activities ashore and afloat outside continental U. S. with the 16-mm. gift film.
out charge.	(a) BuNav ltr. Nav-147-RNC S85-1(8287) of 9 Sept. 1941. (b) BuPers Manual, Part E, Chapter 7, Sec. 3, Art. E-7309. (c) NavAer-TF-22-8 dated Sept. 1944. (Catalog of U. S. Navy Training Film.)	

New Books in Ships' Libraries

The following books have been purchased recently for distribution to the service. Not all titles will be supplied to each unit; rather it is the practice of BuPers to distribute different titles to small units operating in the same area to encourage the exchange of books. A unit is always free to request from the Bureau individual titles of particular interest.

It's a Fact

AIR FORCES READER edited by Norman Carlisle. Global war in the skies told by the men themselves, plus official background material.

ANYTHING A HORSE CAN DO by Colonel H. F. Gregory. Fascinating, informal story of the helicopter—its history, why and how it flies, and the future in store for it.

ELECTRONICS TODAY AND TOMORROW by John Mills. Quick introduction to the phenomenon of electronics.

ENCYCLOPEDIA OF SPORTS by Frank Grant Menke. Fact and fiction, rumor and anecdote on sport wherever it is found.

ENVOY UNEXTRAORDINARY by Donald Dunham. Frank, disarming reminiscences of a vice-consul's eight years in Berlin, Hong Kong, Athens and Aden.

GATEWAY TO ASIA: SINKIANG by Martin Richard Norins. Study of the problem of China's frontier which Russia's withdrawal has left open for colonization.

GONE AWAY WITH O'MALLEY by M. O'Malley Knott and Page Cooper. Engaging, humorous, "up-by-the-bootstraps" story of an Irish lad who capitalized on his ambition and love of horses to carve out an amazing career.

GREAT SOLDIERS OF WORLD WAR II by H. A. De Weerd. Conspicuous military and political leaders of this war, portrayed as personalities and as representatives of their countries' ideals.

MAKING OF MODERN HOLLAND by Adrian J. Barnouw. Bird's-eye view of the history of Holland, her role in world history and the characteristics of her people.

NEW HAMPSHIRE by Keith Warren Jennison. Photographs of New Hampshire's beauties with a running commentary of New England wit.

RANGER MOSBY by Virgil Carrington Jones. Biography par excellence of a little-known Civil War hero, whose tactics compare favorably with modern commando techniques.

TECHNIQUE OF BUILDING PERSONAL LEADERSHIP by Donald Laird. Examples of various successes in the Dale Carnegie vein.

TIME FOR DECISION by Sumner Welles. Thoughtful conclusions follow a practical discussion of the problems of peace in this widely discussed book.

TURKEY: KEY TO THE EAST by Chester M. Tobin. Turkey and her evolution from a decadent Oriental empire to a modern streamlined republic by a sincere advocate of her present policy.

WAY OUR PEOPLE LIVED by William E. Woodward. Panorama of American life given in sketches of Boston in 1650, New York in 1750, a cotton mill town of 1880.

WHEN JOHNNY COMES MARCHING HOME by Dixon Wecter. Personalized chronicle of what happened to Johnny after the Revolution, Civil War and World War I, with consideration of the coming problems of demobilization.

It Might Have Been

BUFFALO COAT by Carol Brink. Jennie, the rebel, and her battle against the prejudice and strictures of a small Idaho town in Victorian days.

BY VALOUR AND ARMS by James Street. Adventure, heartaches and romance in this vibrant saga of the Battle for Vicksburg, highlighting the adventure of the Confederate iron-clad *Arkansas*.

DEATH RIDES THE NIGHT by Peter Field. Powder Valley is the scene for cattle rustling and murder, with Ezra framed for both but finally vindicated when the real culprit is unmasked.

ESCAPE THE THUNDER by Lonnie Coleman. There is tragedy and violence in this love story of Luther Walker who dares to stand out against Josh Johnson, two-bit tyrant of Day Street.

GREEN DOLPHIN STREET by Elizabeth Goudge. Charm and wit add flavor to a distinguished writer's love story of the Channel Islands and New Zealand.

GREEN YEARS by A. J. Cronin. This is Robert Shannon's story, as he strives against overpowering odds to salvage his own soul. By the author of "The Citadel" and "The Keys of the Kingdom."

HARD FACTS by Howard Spring. Theo Chrystal, opportunist curate, Alec Dillworth, editor and eccentric, his sister Elsie and the phenomenal career of "Hard Facts," popular newssheet of Birmingham, England, in the '80s, with which they are allied.

HEMINGWAY by Ernest Hemingway. Hemingway at his best.

NIGHT UNTO NIGHT by Philip Wylie. Provocative, disturbing, philosophical tale in which a bride, a scientist, an artist and nurse study the enigma of death.

OASIS by Willard Robertson. Austere, yet romantic, the desert makes a fitting background for this story of man's dependence upon his fellow man—and woman.

ONE BELL CALLS THE WATCH by William Winter. Rowdy tale of a seaman's experiences on a freight steamer from San Francisco to New Zealand.

PRAIRIE GUNS by E. E. Halleran. Terry Donovan shoots it out with his enemies as he rides herd into Kansas.

ROUGH SHOOTING by Percival Christopher Wren. Short stories of adventure by the author of "Beau Geste."

SIX NOVELS OF THE SUPERNATURAL edited by Edward Wagenknecht. Fascination and terror mark these six novels in which things are not what they seem.

SUN IN THEIR EYES by Monte Barrett. Danger, romance and adventure befall Jonty Kirk when he participates in the Texas rebellion against the Spanish crown in the year of 1812.

WORLD'S GREAT SPY STORIES by Vincent Starrett. Some will be familiar and some will be new, but all will be welcome to the lovers of spy and adventure tales.

YOUNG'UN by Herbert Best. Upstate New York in the days of land grants and robust love-making. A frontier story for those who liked "The Yearling."

It's Murder

CASE OF THE BLACK-EYED BLONDE by Erle Stanley Gardner. Once again Perry Mason and Della are on the prowl to solve a baffling murder.

MURDER OF A STUFFED SHIRT by M. V. Heberden. Plenty of action and little sleep for Desmond Shannon, as he uncovers a big draft-dodging racket.

NO FOOTPRINTS IN THE BUSH by Arthur W. Upfield. Once again Inspector Bony wins the play—this time, in an exciting pursuit of a dangerous, renegade halfbreed in Australia.

PANIC by Helen McCloy. A couple of murders, a succession of strange visitors and an "unbreakable" code that must be broken provide high suspense and a nice climax.

SINNERS NEVER DIE by A. E. Martin. Smoke means fire, but Harry Ford is the only one with courage to hunt it out. An Australian murder mystery.

It's a Laugh

LAUGH IT OFF: CARTOONS FROM THE SEP edited by Marione R. Derrickson. Guaranteed to provide plenty of chuckles and some belly laughs.

LOST IN THE HORSE LATITUDES by H. Allen Smith. The author, turned loose on Hollywood, produces another wacky volume to stand alongside his "Low Man on a Totem Pole" and "Life in a Putty Knife Factory."

TALL TALE AMERICA by Walter Blair. Some fact well braided with fancy concerning our legendary heroes, Paul Bunyan, Pecos Bill and others, who stretch the imagination.

THE SAD SACK by George Baker. Cartoons of GI Joe, the well-meaning guy who is always in trouble.

It's Verse

DEVIOUS WAY by Theodore Morrison. Paths of two lovers and the devious way by which they come together, told in verse.

V-LETTER AND OTHER POEMS by Karl Shapiro. Virile and compelling poems on a variety of subjects including love, the war, the negro problem, Shakespeare and Australia.

New Books in the Armed Services Editions

The 32 new titles published each month in the Editions for the Armed Services are distributed to all ships in commission and to shore-based activities outside the United States. These books are a special edition of the best reading from old classics to the newest best sellers, published only for the Army and Navy. Their size and shape make them especially easy reading. They are to be freely used and passed from man to man so that they may be enjoyed by as many as possible.

Books currently being shipped are:

M- 1—Housman, SELECTED POEMS
M- 2—Thurber & White, IS SEX NECESSARY?
M- 3—Saki, SELECTED SHORT STORIES
M- 4—Benchley, 20,000 LEAGUES UNDER THE SEA, OR DAVID COPPERFIELD
M- 5—Repplier, PERE MARQUETTE
M- 6—Rhodes, COPPER STREAK TRAIL
M- 7—Teale, DUNE BOY
M- 8—Stevens, PAUL BUNYAN
M- 9—Ratcliff, ed., SCIENCE YEARBOOK OF 1944
M-10—Benefield, THE CHICKEN-WAGON FAMILY
M-11—Wylie, THE BIG ONES GET AWAY
M-12—McDonald, OLD MCDONALD HAD A FARM
M-13—Haycox, ACTION BY NIGHT
M-14—Brand, THE BORDER KID
M-15—Coolidge, FIGHTING MEN OF THE WEST
M-16—Burroughs, TARZAN OF THE APES
M-17—Bedwell, THE BOOMER
M-18—Casey, SUCH INTERESTING PEOPLE
M-19—Bruce, CALL HER ROSIE
M-20—Beverley-Giddings, LARRISH HUNDRED
M-21—Hough, COUNTRY EDITOR
M-22—DeJong, WITH A DUTCH ACCENT
M-23—Hellman & others, FOUR MODERN AMERICAN PLAYS
M-24—Schuster, ed., A TREASURY OF THE WORLD'S GREAT LETTERS
M-25—Weston, INDIGO
M-26—Werner, BARNUM
M-27—McMeekin, SHOW ME A LAND
M-28—Grayson, ed., NEW STORIES FOR MEN
M-29—Collins, THE MOONSTONE
M-30—Heiden, DER FUEHRER
M-31—Mason, STARS ON THE SEA
M-32—MacInnes, WHILE STILL WE LIVE

Answers to Quiz on Page 69

1. He was referring to submerged explosive charges corresponding to present-day mines.
2. (a)
3. The navigating officer.
4. Rifle sharpshooter.
5. (c)
6. (b)
7. (a) Gate vessels, (b) workshops, floating, drydock (machinery), (c) pile drivers, (d) landing craft, infantry (gunboat), (e) torpedo testing barge.
8. Traffic regulations adopted for the purpose of securing greater safety for life and property at sea.
9. Ships built on the same design.
10. Left, Japanese Hamp (or Zeke 32); right, U. S. Navy F6F (Hellcat).
11. True. Names of all other ships are selected by custom and tradition.
12. Yes. Art. 266, Sec. 3 of Navy Regs says: "The official salute to any person, by all officers and enlisted men with no arms in hand, whether on or off duty, shall be the hand salute rendered only when head dress is worn, using the right hand *when possible.*" (Our italics—ED.)
13. (a) Leyte Island, Philippines, (b) Palau Islands, (c) Leyte Island, (d) Norway, (e) South Pacific atoll.
14. Captain James Lawrence, CO of the USS *Chesapeake*, as he was carried below, mortally wounded, after an engagement with the British frigate *Shannon* on 1 June 1813 during the War of 1812.
15. The armament: Cruisers with guns greater than six inches are known as heavy cruisers; those with guns of six inches or less, light cruisers.

THE BULLETIN BOARD

POSTING MATTERS OF PARTICULAR INTEREST AND IMPORTANCE TO NAVAL PERSONNEL

Longevity Pay Provisions Liberalized

Alnav Lists Service To Be Credited and Sets Up Procedure

Liberalized longevity pay provisions for naval personnel, under a recent act of Congress approved by the President, were announced to the service on 2 Nov. 1944 by Alnav No. 200.

Whereas previously certificates of service, used to substantiate credits of pay and allowances accruing by reason of length of service, could be executed only by commissioned officers, the Alnav extends the right of preparing such documents to commissioned warrant and warrant officers. A sample form is shown at the right.

Enlisted personnel who are not now being credited with longevity service listed in the Alnav should ask their COs or disbursing officers to initiate a request for statement of service, as provided for in the Alnav. However, where such service has already been made an official part of the enlisted man's record, eligibility for longevity pay may be substantiated by a CO's order or, in the case of Marine Corps enlisted personnel, by stating the service on the Marine Corps pay rolls.

The procedure for establishing eligibility for longevity pay is set forth in detail in section seven of the Alnav, a complete text of which follows:

1. Sections 1, 3, 8 and 9 of the Pay Readjustment Act of 1942, 56 Stat. 359, as amended by the Act of 2 Dec. 1942, 56 Stat. 1037, and Section 3A of the Pay Readjustment Act of 1942, as added by the Act of 2 Dec. 1942, were further amended by the Act approved 7 Sept. 1944, Public Law 421, 78th Congress, retroactive to 1 June 1942, with respect to service which may be counted for pay purposes by commissioned officers, commissioned warrant officers, warrant officers, and enlisted personnel on active duty. Service heretofore considered as of a temporary nature under the provisions of Section 3A has now been made permanent and has been extended to commissioned warrant officers, warrant officers, and enlisted personnel. Service which may now be counted for pay purposes, in time of peace as well as in time of war, is as hereinafter set forth for each class of personnel.

Commissioned Officers

2. (a) LONGEVITY AND PAY PERIOD INCREASES—In the computation of service for all pay purposes, longevity and pay period increases, commissioned officers shall be credited with full time (active and inactive) for all periods during which they were enlisted or have held commissions as officers or have held appointments as warrant officers or Army field clerks in the:

(1) Army
(2) Navy
(3) Marine Corps
(4) Coast Guard
(5) Coast and Geodetic Survey
(6) Public Health Service
(7) Organized Militia prior to 1 July 1916
(8) National Guard
(9) National Guard Reserve
(10) National Guard of the United States
(11) Officers Reserve Corps of the Army
(12) Medical Reserve Corps of the Army
(13) Naval Militia
(14) National Naval Volunteers
(15) Naval Reserve Force
(16) Naval Reserve
(17) Marine Corps Reserve Force
(18) Marine Corps Reserve
(19) Coast Guard Reserve
(20) Reserve Corps of the Public Health Service
(21) Philippine Scouts
(22) Philippine Constabulary
(23) Regular Army Reserve
(24) Medical Reserve Corps of the Navy
(25) Dental Reserve Corps of the Navy
(26) Enlisted Reserve Corps

(b) In addition to the service specified in paragraph 2(a), officers who

74318 (File Number) — 30 Sept 1944 (Date)

From: 1st Lieut. Richard Roe USMC
(Rank, Name in full, Class if Reserve, Branch of Service)

To: The Disbursing Officer, USS NEVERSAIL

Subj: Statement of Service.

Ref: (a) Pay Readjustment Act of 16 June 1942, as amended
(b) ALNAV ϕ2153ϕ/2ϕϕ

1. In accordance with references the following officer's certificate of service for longevity pay purposes is submitted. It is requested that my pay account be adjusted accordingly.

PRIOR SERVICE

BRANCH OF SERVICE	From	To	Yrs.	Mos.	Das.
ENLISTED SERVICE:					
National Guard (Texas) Active (Pvt. Company "M", 144th Infantry)	8Nov25	7Nov27	2	0	0
U.S. Marine Corps (Ser.No.676767)	8Jan28	7Jan32	4	0	0
U.S. Marine Corps (Ser.No.676767)	8Jan32	9Nov35	3	10	2
WARRANT SERVICE:					
U.S.Marine Corps	10Nov35	12Mar40	4	4	3
TOTAL PRIOR SERVICE			14	2	5
Less time lost:					
AWOL	10Mar29	18Mar29	0	0	9
NET PRIOR SERVICE FOR PAY PURPOSES:			14	1	26

2. Appointed First Lieutenant for temporary service in the U.S.Marine Corp on 13 March, 1940, and have held appointment continuously since that date.

3. I certify the above to be a true and correct statement of my prior service. In the event of any errors I authorize checkage of my pay account to adjust any overpayment resulting therefrom.

Richard Roe
(Signature)

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THE BULLETIN BOARD

were in the regular services on 30 June 1922 and have served continuously as such subsequent thereto, are entitled to count all service which was then counted in computing longevity pay, and service as contract surgeon serving full time. Reserve officers and officers appointed to the regular services pursuant to the Aviation Personnel Act of 1940 are entitled to count prior *active* service as appointed aviation cadets.

(c) Service as an enlisted aviation cadet on and after 4 Aug. 1942, is enlisted service and is counted as enlisted service under paragraph 2(a).

(d) Retired officers, warrant officers, and enlisted men on active duty are entitled to count inactive service on the retired list in computing their active duty pay (22 Comp Gen 664).

(e) Service in the Coast and Geodetic Survey which may be counted for pay purposes is service in excess of one year as a deck officer or a junior engineer, and service in the grade of aide (relative rank of ensign), or in a higher grade. Service in the Public Health Service which may be counted for pay purposes is service in the grades of assistant surgeon, assistant dental surgeon, or assistant sanitary engineer [relative to the rank of lieutenant (jg)], or in a higher grade.

Commissioned Warrant Officers

3. (a) LONGEVITY INCREASES—In the computation of service for longevity increases in pay, commissioned warrant officers shall be credited with full time (active and inactive) for all periods during which they were enlisted or have held commissions as officers or have held appointments as warrant officers, or Army field clerks in any of the services set forth in paragraph 2(a), (b), (c), (d) and (e), hereof, except in the Medical Reserve Corps of the Army.



Hoist (NTC, San Diego)

"It certainly doesn't flatter me, does it?"

(b) PAY PERIOD INCREASES—In the computation of service for advancement to a higher pay period commissioned warrant officers of the regular services with creditable records on the active list shall be credited only with active commissioned service in the Navy, Marine Corps, Coast Guard, and the Reserve components thereof (22 Comp Gen 236). In addition to the foregoing, commissioned warrant officers of the Naval Reserve and Marine Corps Reserve with creditable records may count inactive commissioned service in the Naval Reserve and Marine Corps Reserve for advancement in pay periods (22 Comp Gen 439). Certificates of creditable records are issued only by BuPers, Headquarters U. S. Marine Corps and Coast Guard Headquarters.

(c) LIMITATION ON TOTAL PAY AND ALLOWANCES—The total pay and allowances of commissioned warrant officers is limited to $458.33 per month.

Warrant Officers

4. LONGEVITY INCREASES—In the computation of service for longevity increases in pay, warrant officers shall be credited with full time (active and inactive) for all periods during which they were enlisted or have held commissions as officers or have held appointments as warrant officers, or Army field clerks in any of the services enumerated in paragraph 2(a), (b), (c), (d) and (e), hereof, except in the Medical Reserve Corps of the Army.

Enlisted Men

5. LONGEVITY INCREASES—In the computation of service for longevity increase in pay, enlisted men shall be credited with full time (active and inactive) for all periods during which they were enlisted or have held commissions as officers or have held appointments as aviation cadets, cadets, midshipmen, warrant officers, or Army field clerks in any of the services enumerated in paragraph 2(a), (b), (c), (d) and (e), hereof, except in the Medical Reserve Corps of the Army.

Service Not Creditable

6. Except as noted in paragraph 5 hereof the following service may not be counted for pay purposes:

(1) Cadets
(2) Midshipmen
(3) Emergency Officers Retired List
(4) Inactive National Guard
(5) State Home or Territorial Guard
(6) Army and Navy ROTC and CMTC
(7) Time spent in a fraudulent enlistment
(8) Time spent in an enlistment in the National Guard prior to 18th birthday.

Statement of Service

7. Credit for service which is not now being counted for pay purposes will be substantiated, in the case of officers, by a statement of service from BuPers, Headquarters, U. S. Marine Corps, or Coast Guard Headquarters, as applicable, or by the officer's certificate of service prepared in accordance with paragraph 8 hereof. In the case of enlisted personnel the credit will be substantiated by a statement of service from BuPers, Headquarters, U. S. Marine Corps, or Coast Guard Headquarters, as appropriate, or where such service has been verified and has been officially made a part of the service record, by a CO's order, or by stating the service on Marine Corps pay rolls. Officers should submit certificates of service or request a statement of service only if complete service is not shown in the last Navy Register listing service. Except for service in the organization in which now serving, requests for statement or verification of service will include the originals or certified copies of evidence substantiating such service or (1) full name and serial number under which served, (2) branch of service, (3) date and place of enlistment and discharge, (4) company or regiment from which discharged, (5) rank or rating at discharge, (6) permanent home address at date of enlistment and discharge. All requests for statements of service will show full name, rank or rating, classification, and service or file number as appropriate.

Officers' Certificates of Service

8. Under authority of the Certification Act of 26 Oct. 1942, 56 Stat. 987 and officer's certificate of service shall be accepted for the duration of the war and for a period of six months thereafter to substantiate credits of pay and allowances accruing by reason of length of service. Officers' certificates of service will be prepared substantially in accordance with the attached sample [Enclosure (A)] and will show the name, rank, and file number of the officer, organization in which the service was performed (including state or territory if National Guard or Naval Militia), service number, rank or rating at discharge, company or regiment from which discharged, inclusive dates of time served and of time lost in each organization, total net time served in each organization, and total service for pay purposes, and will be supported by certified copies of available evidence substantiating such service. Many officers' certificates of service submitted in accordance with Alnav 22-43 have been erroneous, thus necessitating checkages against the pay accounts of the officers concerned. Officers should therefore use extreme care in the preparation of their officer's certificate of service to insure accuracy and completeness of the information contained therein. If the officer is in doubt as to the accuracy of the prior service, a statement of service should be requested; but only one request for a statement of service

should be submitted and then only if an officer's certificate of service has not previously been filed. The officer concerned should retain a copy of any statement of service or officer's certificate of service furnished to obviate further requests.

Filing of Officers' Certificates of Service

9. Officers' certificates of service will be furnished the disbursing officer in quintuplicate. The original of the officer's certificate of service will be filed as a payroll voucher, one copy will be retained in the files of the disbursing officer, and three copies will be forwarded with the financial returns of the disbursing officer for subsequent verification of service and filing in the officer's record. The disbursing officer concerned will be notified only in those cases where errors are discovered and it becomes necessary to make adjustments in an officer's pay account. Copies of officer's certificates of service forwarded with the disbursing officer's returns will be wrapped in a separate package appropriately labeled to show the contents, disbursing officer's name, activity, and period of returns, and will be forwarded in the container in which the returns are shipped. The disbursing officer will note on the original and all copies of an officer's certificate of service the date on which the officer completed the last three years' period of service and the total number of years' service completed on that date.

Computation of Service

10. Enlisted service commences with date of enlistment and ends with date of discharge, less deduction for all time lost due to AOL, AWOL, SKMC, and NPDI. Officer service for pay purposes commences in the case of—

(a) Naval Academy graduates commissioned from midshipman—if commissioned within six months of date of graduation—with the date of rank stated in commission;
(b) Permanent commissioned warrant officer appointed from permanent warrant rank—with the date of rank stated in commission;
(c) Temporary officers appointed pursuant to the Act of 24 July 1941—with the date appointed by the President;
(d) All other officers—with the date of acceptance of commission or warrant and not the date of rank stated therein.

Officer service terminates with approved effective date of resignation, dismissal or discharge. Personnel having concurrent service in two or more organizations may count service in one organization only.

Retroactive Credits

11. Disbursing officers are authorized to make any retroactive credits due for period on and after 1 July 1942, provided such adjustments are made prior to 30 June 1945, substantiated by statements of accounts for periods not carried on the rolls of the disbursing officer making such credit and by statement of service, officer's certificate of service, or CO's order, as appropriate. The difference in pay and allowances for the period 1 to 30 June 1942, may be paid only upon submission of a claim to General Accounting Office, in view of the lapsed appropriation.

Retired Officers

12. In computing retired pay of retired officers in an inactive status, any service specified in paragraph 2(a), (b), (c), and (e) which they may have had on date of retirement plus active service performed subsequent to retirement shall be counted.

Back Pay

13. No back pay or allowances shall accrue to any person who was not entitled to receive active or retired pay on 7 Sept. 1944.

Navy Nurse Corps

14. The foregoing is not applicable to members of the Navy Nurse Corps.

Dependents—Women's Reserve and Navy Nurse Corps

15. Effective 1 Oct. 1944, members of the Women's Reserve, female physicians and surgeons appointed in the Medical Corps of the Naval Reserve, and members of the Navy Nurse Corps are entitled to increased rental and subsistence allowances on account of a husband, child or children, or parent or parents in fact dependent upon such member of their chief support. Chief support will be determined in the manner set forth in Art 2142-3(3) (4) (b) and (c) BuSandA Manual, letter of the SecNav, dated 6 March 1943, and Circ. Ltr. No. 8 (1943) of the Paymaster's Department, Marine Corps.

Hawaiian Island Naval Activities Request Nearly 5,000 Waves

The services of approximately 5,000 Waves have been requested by activities in the Territory of Hawaii to fill vacancies in complement and to replace men for the rotation program and for duty with the fleet. Nearly half of these requests have come from aviation activities, which include an aviation supply depot and several air stations on the Islands of Oahu, Maui and Hawaii. Billets are available for Wave personnel in 30 different enlisted ratings, and for officers with many different types of qualifications.

This information is based on a report of a survey made in the Hawaiian area by Lt. Comdr. Jean T. Palmer, USNR, assistant for the Women's Reserve to the director of enlisted personnel, BuPers, and Lt. Comdr. Joy B. Hancock, USNR, Women's Reserve representative for BuAer and the DCNO(Air).

Women's Reserve personnel have also been requested by naval activities in the 10th and 15th Naval Districts, Bermuda and Alaska. However, until such time as surveys similar to the study conducted in the Hawaiian Islands are made, Waves will not be assigned to the other overseas areas in which they are eligible to serve under Public Law 441.

Under current plans, women will first be assigned to billets under the jurisdiction of the commandant, 14th Naval District, and later to duties with shore-based fleet activities in the Hawaiian Islands. At the present time, two Wave officers, the first to be assigned permanent duty overseas, are now in the Hawaiian Islands. They are Lt. Comdr. Eleanor G. Rigby, USNR, district director for the Women's Reserve, and Lieut. Winifred R. Quick, USNR, assistant to the district personnel officer.

Adequate plans for housing Wave personnel in the Hawaiian area have already been made, and facilities to accommodate approximately 4,000 women are expected to be ready by the end of January 1945.

Because of the curfew in Hawaii, which requires that enlisted personnel be in their living area by 1800 and officers by 2200, each activity will be a self-contained unit in order to provide the recreational and entertainment activities which would normally be found off the station.

In the Pearl Harbor area, for instance, it is planned that Waves will be quartered in a quonset hut city, which will include a chapel, mess hall, open-air movie, several recreational halls, tennis courts, ship's service store and access to swimming pools and bathing beaches. There will be a recreational area where Waves may entertain men guests, and it is expected, according to the report, that special passes will be available to Navy men who are invited by Women's Reserve personnel to the various activities at the quonset hut city.

Similar housing and recreational facilities will be available at the air stations and other activities to which Waves are to be assigned.

All Wave personnel destined for duty in Hawaii will first be ordered to a distribution center on the west coast for processing before going overseas. The availability of space on vessels which can accommodate women will determine the number of women to be assigned to each overseas draft.

THE BULLETIN BOARD

Navy to Return or Retain In U. S. Surviving Son of Family Losing Two or More

In recognition of the sacrifice and contribution made by a family which has lost two or more sons who were members of the armed forces and has only one son surviving, the Navy Department has approved a policy whereby consideration will be given to the surviving son's return to or retention in the U. S., except when he is engaged in non-hazardous duties overseas. This policy, established by BuPers Circ. Ltr. 345-44 (NDB, 15 Nov. 1944, 44-1285), applies to surviving sons in the Navy, Marine Corps and Coast Guard.

Application for return to, or retention in, the continental limits of the U. S. must be filed by the serviceman himself or his immediate family. Requests from individuals concerned may be submitted via official channels to BuPers by naval personnel; to the Commandant, U. S. Marine Corps by Marine Corps members; to the Commandant, U. S. Coast Guard, by Coast Guard personnel. Applications received from immediate families may be referred to BuPers or to Commandant, U. S. Marine Corps, or Commandant, U. S. Coast Guard, as appropriate.

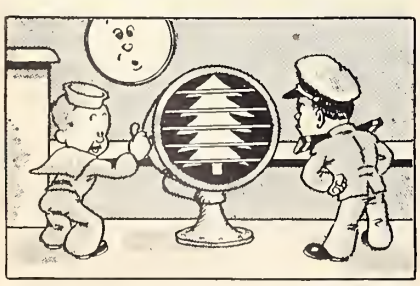
Plans to be Made for Continuing Protection Under NSI 5-Year Policy

Under provisions of the National Service Life Insurance Act, signed by the President on 8 Oct. 1940, as amended, the 5-year level premium term policy issued by the government to service personnel terminates unless converted to a permanent plan on or before the expiration date.

Since this five year period will end the latter part of next year for some policyholders, inquiries have been received by BuPers from naval personnel asking what measures should be taken to safeguard their insurance rights.

According to advice received by SecNav from Brig. Gen. Frank T. Hines, administrator of Veterans Affairs, recommendation will be made to Congress for the enactment of remedial legislation, in the event the war continues beyond the present five-year term period of these policies.

In view of this advice, according to General Hines, policyholders need feel no immediate necessity to convert their present policies, or to replace existing policies with new insurance, in order to protect their insurance rights under the 5-year level premium term policies which they now hold.



Pointer (AGC, Brooklyn)

"Just ending Chistmas greetings to the other ships."

Personnel on Leave From Civilian Jobs Urged to Keep In Touch With Employer

It has been brought to the attention of BuPers that certain civilian industries whose employes are now on military leave to serve in the armed forces desire up-to-date information regarding the whereabouts and qualifications of their employes. This information is desired in connection with proposed plans for reemploying military personnel in industry in the postwar period.

It is recommended that all naval personnel who are on military leave from civilian positions communicate periodically with their employers, informing them of any change of address or change in qualifications for postwar employment. It is believed that the receipt of this information will be a great aid to employers in postwar planning to reabsorb their former employes when they have been discharged from service.

Employers who to date have requested information are:

Lockheed Aircraft Corporation, Burbank, Calif.

The Murray Company, Dallas 1, Texas.

Special Physical Exams Ordered in '45 for Senior USN and USMC Officers

Special physical examinations will be given early next year to all regular Navy and regular Marine Corps officers of the rank of commander or lieutenant colonel and above who are now 54 years old or will attain that age during 1945.

As provided by BuPers Circ. Ltr. 318-44 (NDB, 31 Oct. 1944, 44-1226), the examinations will be conducted by special boards of medical officers in order to determine the physical fitness of the Navy officers for the performance of all their duties at sea and, in the case of the Marine Corps officers, the performance of all their duties at sea and in the field.

Since these officers will be given a thorough examination in 1945, they are exempted under the provisions of the directive from taking the annual physical examination during 1944.

Officers of the retired list on active duty and reserve officers on active duty are not covered by the letter.

Honorable Discharge Emblem Authorized

The honorable discharge emblem (illustrated here) for use on service uniforms has been adopted by the Army, Navy, Marine Corps and Coast Guard, under an agreement signed by the Secretary of the Navy and the Secretary of War.



The insignia, which is the same design as the honorable service lapel button, is embroidered in gold on background the color of the uniform on which worn. The emblem, worn as a badge of honor, is to be sewed above the right breast pocket of all outer uniform clothing at the time of discharge. As provided by current regulations, honorably discharged personnel may wear their uniforms until they reach home, and thereafter at official ceremonies.

Supplies of the emblem are not yet available for distribution. Regulations pertaining to the wearing of the emblem will be issued in the near future.

Qualified Reserve Line Officers to be Changed To Civil Engineer Corps

Because of an urgent need for civil engineering officers, the qualifications of Naval Reserve line officers who have had experience or training in this type of work are being analyzed by BuPers, with the intention of transferring them to the Civil Engineer Corps.

Superseding commissions in the Civil Engineer Corps are being forwarded by BuPers to line officers who are found to be available for transfer to other duties and whose background suits them for CEC classification. The same date of rank without loss of precedence is retained by officers transferred from the line to the staff.

For details see BuPers. Circ. Ltr. 346-44 (NDB, 15 Nov. 1944, 44-1286).

Sea Duty Requirement May Be Waived for Advancement In SAD, SAD(MG) Rates

Because of the limited number of SAD (special artificer, devices) and SAD(MG) (machine gun trainer maintenance) ratings required for duty afloat, authorization for waiver of the sea duty requirement for advancement to CSAD and CSAD(MG) of men who have at least 18 months in pay grade two is provided for in BuPers Circ. Ltr. 329-44 (NDB, 15 Nov. 1944, 44-1270).

Personnel who fulfill the sea duty requirement (six months in pay grades two and/or three) are eligible for waiver of one-half of the normal service in rate requirement for advancement to CPO(AA)(T).

THE BULLETIN BOARD

Waves to Have Exercise Suit

An exercise suit, consisting of light blue denim shorts and matching skirt, to be worn with long or short-sleeved white shirt and blue or white ankle socks, has been approved for wearing by members of the Women's Reserve when participating in sports activities which require this type of garment.

The garment may be purchased from unappropriated welfare funds and provided as an item of station equipment whenever the CO makes participation obligatory in a particular sport for which the exercise suit is deemed appropriate.

The suit is to be purchased by the women themselves whenever the CO designates that the garment must be worn by enlisted personnel taking part in any particular sport but in which participation is not obligatory.

Whenever the CO has not prescribed a regulation outfit for sports. the garment may be worn optionally by officers and enlisted personnel while engaging in any sports activity for which the suit is appropriate.

Other exercise suits which have been authorized by local COs may be worn until the present supply is exhausted or those in possession are no longer serviceable. The new garment will not be available in the stores for several months.

For details see the letter from the Chief of Naval Personnel dated 16 Nov. 1944 to all naval activities in the U. S. and commandants of 10th, 14th, 15th and 17th Naval Districts and NOB, Bermuda (QR/JJ55 Pers-34-ECS).



Garrison Cap Authorized For All Wave Personnel

A specially designed garrison cap for officers and enlisted personnel in the Women's Reserve has been authorized by the SecNav to be worn at such time as it is officially incorporated into Uniform Regulations by notification from BuPers.

Grey seersucker caps and navy blue serge caps will be made up to be worn with the appropriate uniforms as an optional cap either on or off station.

Current regulations which authorize, when prescribed by the CO, the wearing of the male officer's garrison caps by Wave officers and CPOs while on the station will remain in effect until such time as the newly designed caps become available in the stores and authority to wear them is officially included in Uniform Regs.

Transportation Costs To Be Paid for Disabled Personnel To Stations of Preference

Provisions for transportation at government expense of disabled enlisted personnel hospitalized from activities within the U. S. have been liberalized by a recent BuPers directive.

As in the case of disabled enlisted men evacuated from overseas and later found qualified by Boards of Medical Survey for limited shore duty, personnel hospitalized from activities within the U. S. were granted the privilege of designating their home naval district, river command, naval air training command or naval construction training center as the one in which they wished to serve (July 1944 INFORMATION BULLETIN, p. 70).

However, under the provisions of the previous directive, transportation at government expense was authorized for only those disabled enlisted men returned from overseas. Those hospitalized from activities within the U. S. were required to perform the travel at their own expense to the district of their choice. The current policy permits transportation allowances for disabled enlisted personnel of both categories.

For details see BuPers ltrs., 27 May 1944 and 26 Oct. 1944, Pers-6303-DW-2 P16-3/MM, to commandants of continental naval districts and river commands and chiefs of naval air training commands.)

Writers in Service Eligible For Fellowship Awards

Annual fellowships for service personnel, both men and women, officers and enlisted personnel, who demonstrate potentialities for creative writing, are available from the 20th Century-Fox Film Corporation. The fellowships are worth $1500, and are payable both to personnel on active service and to honorably discharged veterans.

To qualify, personnel must submit a book or play, either in full draft, part of draft or in outline form, together with at least 1 completed chapter (to indicate the approach to the material), to Bertram Bloch, eastern story editor for 20th Century-Fox, 30 Rockefeller Plaza, New York, N. Y. A committee of judges will pass on the literary quality of the idea material and the possibilities for full length development by the author. If the contribution is considered to have sufficient merit, a fellowship award will be made and the winner will then have one year to complete a full-length book or play.

At present, 20th Century-Fox contemplates award of approximately 25 fellowships, but the number may vary, depending on the quality of the submissions. The awards will be made on the basis of individual merit and not in competition with other entries.

NEW V-DISC RELEASES

Following is the list of V-Discs contained in the December kit to be mailed the middle of the month to ships and naval activities outside the continental limits, and hospitals within the United States treating battle casualties. For information on how to get the discs, recorded exclusively for members of the armed forces, see table on pp. 70-71.

101. TALES FROM THE VIENNA WOODS; GYPSY AIRS—Andre Kostelanetz.
102. MELODY IN A; CHICAGO; FOR YOU—Tommy Dorsey.
103. NANCY; KISS ME AGAIN; THERE'LL BE A HOT TIME IN THE TOWN OF BERLIN—Frank Sinatra.
104. WHICH SWITCH WITCH; THE BASS ON THE BARROOM FLOOR—Red Norvo. I CAN'T GET STARTED—Bunny Berigan.
105. SONGS OF THE NAVIES—Lt. Rudy Vallee.
106. SUNSET STRIP—Jimmy Dorsey; SHARECROPPIN' BLUES—Charlie Barnet.
107. UNA FURTIVA LAGRIMA (Donizetti)—Richard Crooks; LARGO (Handel)—Ezio Pinza.
108. ALWAYS—Joan Edwards; HOLD ON, KEEP YOUR HAND ON THE PLOW—Mildred Bailey; I REMEMBER YOU; LOVE IS JUST AROUND THE CORNER—Jo Stafford.
109. DARLING, JE VOUS AIME BEAUCOUP; BY THE LIGHT OF THE SILVERY MOON—Bing Crosby; AMONG MY SOUVENIRS; SLEEP—Benny Carter.
110. HAPPINESS IS JES' A THING CALLED JOE—Woody Herman. JALOUSIE—Boston "Pops" Orchestra.
111. DANCE WITH A DOLLY—Clyde Lucas; AN HOUR NEVER PASSES—Tommy Tucker.
112. THE VERY THOUGHT OF YOU—Gene Krupa; THE WHITE STAR OF SIGMA NU; IN A SHANTY IN OLD SHANTY TOWN—Johnny Long.
113. THE MOLDAU (Smetana), Toscanini and the NBC Symphony Orchestra.
114. ST. LOUIS BLUES MARCH; MOON DREAMS—Maj. Glenn Miller.
115. CHLOE—Spike Jones; MAKIN' WHOOPEE—Tony Pastor.
116. TAKE THE "A" TRAIN; SENTIMENTAL LADY; FLAMINGO—Duke Ellington.
117. AFTER YOU'VE GONE; KING PORTER STOMP—Benny Goodman.
118. WE'LL MEET AGAIN—Ink Spots; BLUES IN THE NIGHT; THEM THERE EYES—Loumell Morgan.
119. EASTER PARADE; CIRIBIRIBIN; CARNIVAL OF VENICE—Harry James.
120. BEGIN THE BEGUINE; STAR DUST—Artie Shaw.

THE BULLETIN BOARD

Abolition of Present Billet Not Held Valid Reason for Releasing Reserve Officer

An increasing number of requests are being received by BuPers from reserve officers, asking for release to inactive duty, which carry a CO's endorsement saying that the officer can be released because his billet is being abolished or combined with others in a local reorganization of duties, according to information contained in BuPers Circ. Ltr. 343-44 (NDB, 30 Nov. 1944).

The mere fact that an officer can be spared from his present billet, the directive points out, is not valid reason for his release to inactive duty, as his qualifications may make him of value in another billet elsewhere. Nor should an officer request inactive duty solely because his present billet is being abolished. BuPers will, however, the letter states, give prompt and favorable consideration to requests for release to inactive duty in accordance with the conditions set forth in the letter from SecNav to all ships and stations dated 7 Sept. 1944 (Pers-3A-EM, QR/P16-3) (NBD, 15 Sept. 1944, 44-1031).

For further details relative to the Navy releasing policy for reserve officers see Oct. 1944 INFORMATION BULLETIN, p. 63.

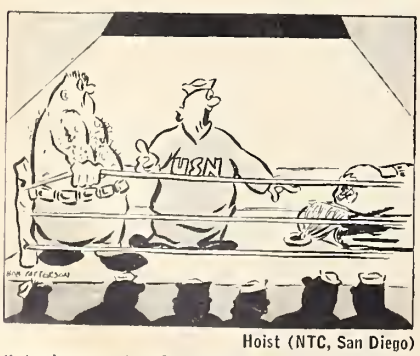
Rules Clarified on Issuance Of Temporary Flight Orders

An increasing number of inquiries concerning the issuance of temporary flight orders to enlisted personnel are being received by BuPers. Because correspondence indicates that wide interpretations are being made of the requirements justifying the issuance of such orders, a clarification of the rules has been issued in BuPers Circ. Ltr. 315-44 (NDB, 31 Oct. 1944, 44-1223).

Under current instructions (BuPers Circ. Ltr. 57-42 (NDB, cum. ed., 42-2117), COs are authorized to issue temorary flight orders to enlisted personnel required to participate regularly and frequently in aerial flights. The directive does not, however, authorize the indiscriminate issuance of such orders, and states that temporary flight orders should never be issued as a reward for performance of ground duties.

As stated in the new directive, BuPers considers it just and proper that enlisted personnel *required to perform flight duties while aircraft are in flight* should be issued flight orders. It is not felt that travel by air, merely as a passenger in effecting change of station orders, is sufficient reason to warrant the issuance of temporary flight orders.

The basic principle of aviation flight pay, as stated in the directive, is to compensate personnel who are frequently and regularly required to perform extra hazardous duties. It does not, however, follow that anyone should be required to perform extra hazardous duties solely in order to qualify for extra pay.



Hoist (NTC, San Diego)

"And now, in the main event, the champ once again will attempt to lash his seabag."

Regular U. S. Currency Now Used With Hawaiian Series in Pacific Areas

Regular U. S. currency may now circulate interchangeably with the brown-seal Hawaiian series in the Pacific Ocean Areas, according to a CincPac announcement of 21 Oct. 1944, which also authorized the sending of Hawaiian series currency to any area to which U. S. dollars may be exported.

As a result, it is no longer necessary for naval personnel to exchange the Hawaiian series for the regular series upon returning to the U. S.

Areas in which the currencies may circulate interchangeably include the Marshall, Marianas and Gilbert Islands, as well as Midway, Fanning, Canton and Christmas Islands where Hawaiian series has been in use since its introduction in July 1942 (INFORMATION BULLETIN, Sept. 1944, p. 70).

Originally issued in order to prevent any of the regular series from falling into Japanese hands, the Hakiian series will continue in use until existing supplies are exhausted. Worn bills of the series gradually will be withdrawn by the Treasury Department.

Advertising Magazine Offers Free Job Ads

Service personnel who wish to enter or return to the advertising and marketing fields in civilian life may insert free classified advertisements in *Tide*, advertising and marketing magazine published at 232 Madison Ave., New York 16, N. Y. Ads, not to exceed 40 words, in addition to the person's name, present address, service address and rank or rating should be sent to the editorial office of the magazine.

This service is offered to enable men and women interested in advertising and marketing positions to bring themselves to the attention of prospective employers at such time as they are returned to civilian life.

MONTH'S ALNAVS IN BRIEF

No. 197—Directs disbursing officers to inspect pay records and sets procedure for forwarding records of individuals no longer attached to an activity.

No. 198—Announces appointment to next higher rank, to rank from 1 Nov. 1944, of those lieutenants (junior grade) and ensigns, line and staff corps, on the active list of the regular Navy whose dates of rank are within the period of 2 July 1943 and 1 Aug. 1943 inclusive; of those lieutenants (junior grade) and ensigns, line and staff corps, of Naval Reserve and Women's Reserve whose continuous active duty in their respective ranks are within the same period.

No. 199—Announces appointment to chief warrant rank for temporary service, to rank from 1 Nov. 1944, of those warrant officers on the active list of the regular Navy whose dates of rank are within the period of 2 July 1943 and 1 Aug. 1943 inclusive and of those warrant officers of the Naval Reserve whose dates of commencement of continuous active duty are within the same period.

No. 200—Sets forth revised longevity pay provisions and procedure (see p. 73).

No. 201—Calls attention to provisions of Navy Voting Manual and directs retaining of records and files relative to Servicemen's Voting Law until further notice.

No. 202—Declares Tacoma, Washington, a plague port and notifies naval vessels having called there, and ships under construction in Tacoma, of procedure for entering other ports in U. S., its territories or possessions.

No. 203—States that applications from USNR aviators for transfer to USN during 1945 must be received prior to 1 June 1945, and establishes procedure.

No. 204—States that applications from officers commissioned in USNR on graduation from NROTC for transfer to USN during 1945 must be received before 1 June 1945, and sets procedure.

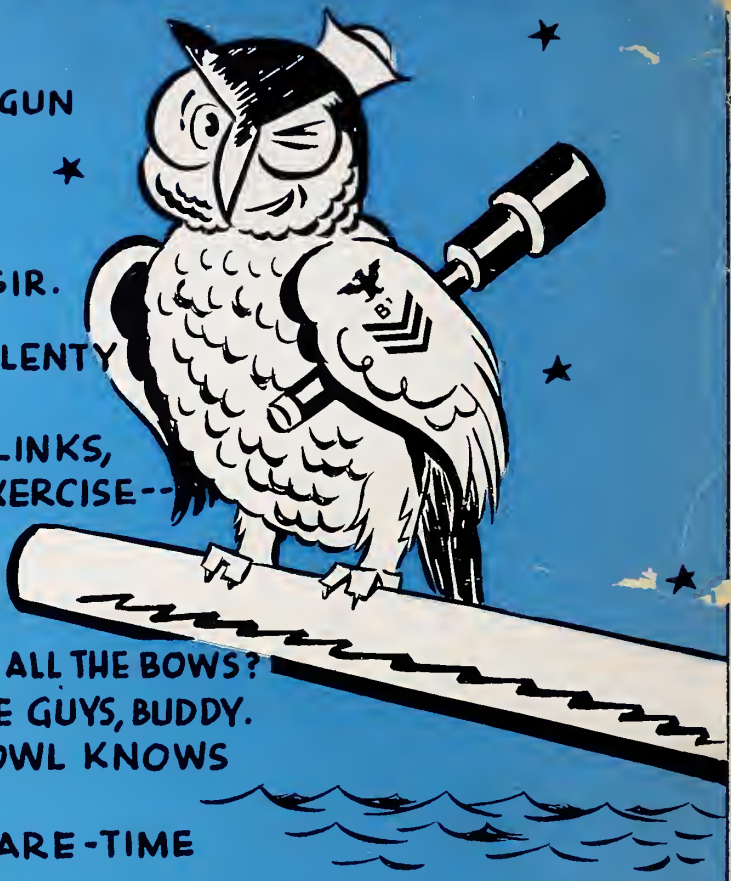
No. 205—States that applications from USNR chaplains for transfer to USN must be forwarded to BuPers before 1 Feb. 1945. Limits applications to officers on continuous active duty on or before 31 Mar. 1944, and establishes procedure and age limit.



WHAT'S AN OWL GOT THAT YOU HAVEN'T GOT?

AN OWL CAN'T FIRE A 5-INCH GUN
OR COIL A NAVY HAWSER,
OR MASTER TRICKS WITH
HEAVING LINES
OR LEARN THE NAVY'S LAWS, SIR.

YET PEOPLE THINK HE'S PLENTY
WISE
FOR WHILE HE SITS AND BLINKS,
HE GETS SOME MENTAL EXERCISE--
HE SITS AND SITS - AND
THINKS!



SO WHY LET OWLS TAKE ALL THE BOWS?
THEY'RE NOT SUCH WISE GUYS, BUDDY.
THERE'S NOTHING AN OWL KNOWS
YOU CAN'T KNOW
-- WITH A LITTLE SPARE-TIME
STUDY!

3 WAYS TO OUTSMART AN OWL:



OFF-DUTY CLASSES



CORRESPONDENCE COURSES



SELF-TEACHING COURSES

Ask your Educational Services Officer for details TODAY!

This announcement (see other side) is inserted in every copy of the Information Bulletin; as many as possible should be placed on bulletin boards. The Information Bulletin should be available to all hands; if enough copies are not provided, to effect distribution as indicated on page 80 of the December 1944 issue, additional copies may be requested of BuPers.

WHAT'S AN OWL GOT THAT YOU HAVEN'T GOT?

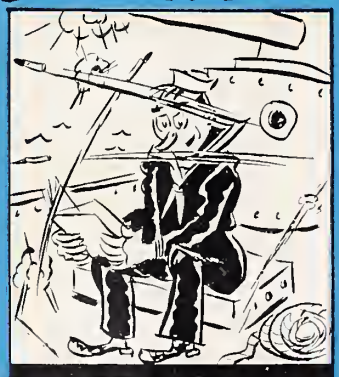


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